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HONGKONG.

SCOTTISH LETTER. THE ELECTRICITY SCHEME. GOOD RECEPTION IN THE NORTH.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, January 26th.
While opinion on the electricity proposals outlined by Mr. Baldwin at Birmingham is necessarily tentative at this stage, it has been on the whole encouraging all over the North. It is understood that there will be four main centres in Scotland—Edinburgh, Glasgow, Dundee and Aberdeen. The two first, of course, situated as they are in the industrial belt, and close to the main coalfields, will be the principal stations. Literally not a single word of opposition, far less of condemnation, has been heard, even in the Red strongholds of Clydeside. Indeed Socialists and Liberals are already claiming parentage of the scheme. One West of Scotland member says that the Government has stolen one of their "best bits of thunder." The objection of the Scottish Socialists will be confined to the complaint that the Government have not adopted nationalisation. To the rest of the country that is a commendation. In detail the Socialist criticism will be substantially the same as that which they put forward in the case of beet sugar—that if any further State grants or guarantees are to be given to privately-run industries, the State should have a place in the ownership of the assets which its credit or capital helps to create. The Scottish miners' leaders point out that it blankets the proposals put before the Coal Commission for the nationalisation of power. But, on the other hand, the Government scheme will in no way prejudice the work of the Commissioners in seeking a solution of the mining problem, and should rather help them by showing the lines on which the Government are prepared to work in reorganising the generation and distribution of power.

DUKE OF YORK'S SCOTTISH INTERESTS.
The Duke of York's tenure as Chief of the Scottish Clans Association has been marked by its development into the largest Caledonian social and benevolent organisation in the United Kingdom. All the social functions since he took office have been a greater success than the corresponding events of previous years, notwithstanding that His Royal Highness and the Duchess of York have been unable personally to attend them, except in the case of the annual visit of the Association's members to the Royal Caledonian Schools at Bushey. His Royal Highness will unfortunately be unable to attend the annual Burns Night concert on January 23rd, but the effect of the royal chieftainship has been to ensure that this yearly event of the Association will bring together the largest gathering of Scots ever assembled in London's largest hall, to the substantial benefit of the funds of the Royal Scottish Corporation and the Royal Caledonian Schools.

VISIT OF CANADIAN CURLERS.
A party of Canadian curlers are on a visit to Scotland, and are playing a series of games with clubs from all parts of the country in the covered ice rink at Edinburgh. It is needless to say that they have received a most cordial welcome, the only regret being that they did not arrive some weeks earlier, when they would have been able to play the "roaring game" in the open air. There are three things absolutely necessary in curling—ice, men and the stones—and these can all be present on an artificial ice rink. But there is a fourth essential when curling is played on natural ice of our ponds and lochs, and that is the broom. What the broom means to those players can only be appreciated to those who have seen it brandished to excited cries of "soop her up!" at a curling bonspiel. The Scots and Canadians are meeting on the common ground of a game which shares with golf the claim to be particularly Scottish—though a Flemish origin of both games has been suspected—and a game which has been right to the adjective "Royal" for was it not on the polished floor of the drawing-room at Scorne Palace that Queen Victoria and Prince Albert were initiated into the mysteries of the rink? It is a game which, like golf, is played by men in all stations of life, and on the ice social distinctions vanish, all being ready to obey without question the command of the skipper. It is a game, too, into which the taint of professionalism has not entered—a distinction which it shares, without jealousy, with croquet. It is strange what a power a game may have—but not croquet—to mould ideas and shape character.

SIR WALTER SCOTT'S INSOLVENCY.

A hundred years ago Sir Walter Scott sustained the crowning misfortune of his life—misfortune which, according to the reckoning of this world, was fraught with defeat, and blighted hopes, and the anguish of a shadowed life, but in reality afforded a superb example of moral triumph, a victory for the nobler self which will never cease to win the admiration of true men. On the 16th of January, 1826, the collapse of Messrs. Constable, the publishers, involved the failure of Scott's printing firm, Messrs. Ballantyne, and made the novelist responsible for nearly £130,000 of debt. Lord Cockburn, in his "Memorials," tells us how the news fell upon Edinburgh like "a thunderbolt," and how the novelist's friends were staggered. Cockburn tells us, also, that when his friends suggested financial help, Sir Walter returned a proud, "No, gentlemen, this right hand shall work it all off." It is a matter of history how Scott kept his word, and by herculean labours cleared off all his own liabilities. Perhaps the best testimony to Sir Walter's conduct is to be found in the concluding words of the resolution which a meeting of his creditors was passed in the month following the novelist's death: "They think it a tribute justly due to the memory of Sir Walter Scott to express, in the strongest manner, their deep sense of his most honourable conduct, and of the unparalleled benefits which they have derived from the extraordinary exertion of his unrivalled talents, under misfortune and difficulties which would have paralysed the exertions of anyone else. But in him only proved the greatness of mind which enabled him to rise superior to them."

MONEY TALKS IN SPORT.

Archie Compston, the dominating figure in British golf last year, has decided to remain as a professional in America, whither he went on a brief visit. So money talks, and professional sportsmen are seldom deaf to what it has to say to them. It is the way of the world, and of human nature. Wherever sport is professionalised, the biggest offer must attract the best players. That is why so many of Scotland's leading footballers have recently crossed the Border. Six of last year's Scottish International team against England are now playing for English clubs. Their going doubtless lowers the standard of Scottish football for a time, just as Compston's settling in America robs British golf of some of its strength. But it is futile to suggest, as some Scottish football officials have done, that legislation should be framed to prevent the raiding of Scottish club's preserves by moneyed English clubs. It would be equally futile to legislate against the Compstons emigrating to American golf clubs. Scotland will replace its Gal-lachers in football and Britain its Compstons in golf.

OLD-TIME SKIPPER.

Talks on shipping at the present time are usually of a melancholy character, but Mr. William Henderson, of the Anchor Line, who addressed the Glasgow Rotarians on "Some Problems of a Ship Owner," showed that the subject has its lighter side. In the past, he said, shipping companies' difficulties were more or less of a minor character. In the old coal-burning days passenger vessels leaving the Clyde had difficulty in getting the whole crew on board before the hour of departure. There was greater difficulty in ensuring that any considerable percentage of the crew would be sober on joining. The old chief engineer of the City of Rome some 30 years ago when the vessel was leaving Greenock was asked where he got his crew. He replied "I get them from hell and the Cowcaddens." There was an old Saltcoats skipper who used to advertise his boat—"The Saucy Jane will leave Saltcoats for Campbeltown on Mondays and Thursdays (D.V.), wind and weather permitting, and on Wednesdays and Saturdays whether or no." In a different strain was the communication of a captain to his owners—"Dear Sirs,—You will regret to hear that your steamer went ashore on Atlas Craig last night, but you will be pleased to learn that I got her off this morning." Speaking of the anxieties of ships' captains on account of the passengers and goods in their care, Mr. Henderson recalled an occasion when an ex-Provost of a Scottish town died during a voyage. The chief officer awoke the captain in the middle of the night to tell him what had happened. Sprung out of bed the captain looked at the chief officer as one might regard a criminal and exclaimed—"What! the Provost of—dead! There will be a row in—about this." It seemed difficult, he concluded, for people to realise that the only shipowners who retained their war-profits were those who had sold out and cleared out of the business.

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VICHY GRANDE-GRILLE For Liver trouble and Bilelessness.

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104

COTTON TRADE'S PLIGHT. ONE OF THE WORST YEARS.

"Business during December has been described by many spinners as the worst experienced for the last forty years." That sentence from the report of the International Federation of Master Cotton Spinners' Associations speaks volumes for the general state of trade in the American spinning section of the Lancashire cotton industry, says a Manchester correspondent. Last year is described as one of the worst for trading that mills using American cotton have ever experienced. Working hours, it is stated, were so reduced throughout the year that on an average 25 per cent. of spindles using American cotton have been continuously stopped. While the Federation's short-time organisation undoubtedly minimised losses, there was not a period in the year, with one brief exception, when profits were even fair. Indeed, spinners had been satisfied when they could run the mills without losing money. Unfortunately, the greater part had worked at a loss.

As regards Egyptian cotton, the report comments that early in the year business was fairly satisfactory, but during the autumn it fell off considerably with the reduced cost of raw cotton. The reports add: "It was thought that the turn-over would become larger, but evidently customers had been too much unsettled by fluctuations in the Washington Bureau's estimate of the cotton crop, and were afraid of buying, fearing that cotton would go still lower."

This latter point is touched upon in another part of the report dealing with cotton crop estimates, as follows: "This season has proved more than any of its predecessors the fallibility of the board in their cotton crop estimates, and we are certain that it is built up on a wrong percentage basis of the farmers."

FOREIGN TOURISTS IN FRANCE.

AMERICANS THE BEST SPENDERS.

That the number of tourists visiting France is largely on the increase is shown by the last report of the National Tourist Office, which gives some interesting figures not only as to numbers, but as to the amount of money spent in the country. The number of English tourists landing at Calais, Boulogne, Dieppe, Havre, Cherbourg, and St. Malo in 1924 was 674,816. These included tourists for Italy, Switzerland, Belgium, and Spain; but after an enquiry the conclusion was reached that at least 65 per cent. remained in France a week before proceeding to any other country. The number of American tourists visiting France is put at 150,000. It has been computed that for the three summer months, and not counting the winter season in the Riviera, English and American visitors spent approximately £100,000,000. Americans remain longer in the country than the tourists of any other nationality, and, according to a calculation made, the average expenditure per head is estimated at 18,000f. The average rate of expenditure per head of British visitors is reckoned at 5,000f., and that of Spaniards at 4,000f. The number of tourists from all countries is estimated at over a million.

SHIPPING GLOOM.

£45,000 FOR £250,000 "STEAMER."

Speaking after the launch of the Imperial Monarch from Messrs. Napier and Miller's yard, Old Kilpatrick, last month, Sir William Raeburn said that during the last three years many ship-owners had had ruinous losses. Many had gone to the wall, and the others had only been able to pay dividends out of money saved in better times and invested in good securities. He pointed out that in 1920 his firm sold a steamer on the stocks for a quarter of a million, and she was offered to him the previous day for £45,000. Where had the difference gone? It was simply the fall in the market and unprofitableness in shipping.

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

RUGBY, February 25th.

To-day's exchange rates are as follow:

| | |
|-------------------------|----------|
| Paris | 133.90 |
| Brussels | 107 |
| Amsterdam | 12.13 |
| Berlin | 20.43 |
| Copenhagen | 18.73 |
| Vienna | 34.52 |
| Helsingfors | 193 |
| Lisbon | 21 |
| Buenos Aires | 454 |
| Shanghai | 3/04 |
| Yokohama | 1/104 |
| New York | 4.86 |
| Geneva | 25.26 |
| Milan | 121 |
| Stockholm | 15.12 |
| Oslo | 22.64 |
| Prague | 1844 |
| Madrid | 34.37 |
| Rio | 71 |
| Bombay | 1/6 3/10 |
| Hongkong | 2/43 |
| Silver (spot & forward) | 303 |

DIVIDEND ANNOUNCEMENTS.

Messrs. Benjamin & Potts inform us of the receipt of a cable from Messrs. Shanghai Office announcing a final dividend of 1.1, making the 1.75 for the year, for Ziangba Rubber Co.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

| FEBRUARY 26TH, 1926. | |
|--------------------------|---------------------------|
| Hongkong Bank | \$1,065 buy. |
| Do. London | 2139 nom. |
| Chartered Bank | 2214 nom. |
| Mercantile Bank, A. & B. | 2294 nom. |
| Do. O. | 2184 nom. |
| P. & O. Bank | 2294 nom. |
| East Asia Bank | 277 1/2 s. r. div. |
| Canton Insurance | \$500 buy. |
| China Underwriters | 114 1/2 nom. |
| North China Insurance | 114 1/2 nom. |
| Union Insurance | \$373 buy, 272 1/2 s. |
| Yangtze Insurance | \$44 buy. |
| China Fire Insurance | \$163 buy. |
| Hongkong Fire Insurance | \$330 buy. |
| Douglas | \$30 sel. |
| H.K. & M. Steamboats | \$19 buy. |
| Hongkong & S. S. Co. | \$24 sel. |
| Indo-China (P&S) | \$33 nom. |
| Do. (Del.) | \$50 sel. |
| Shell Transports | \$258 buy. |
| Star Lines | \$55 buy. |
| Waterboats | \$16 buy. |
| Oriental Navigations | \$250 nom. |
| China Sugars | \$27 buy, 27 1/2 s. |
| Malayan Sugars | \$39 nom. |
| Keppel | \$14 nom. |
| Kailua Mining Ad. | \$16 buy. |
| Langkai (combined) | 114 1/2 nom. |
| Do. (single) | 114 1/2 nom. |
| Shanghai Explorations | 114 1/2 sel. |
| Shanghai Loans | 114 1/2 nom. |
| Reubs | \$5 buy. |
| Tonghai Mines | \$55 nom. |
| Ural Caspian | 3/ nom. |
| H.K. & S. Wares | \$19 buy. |
| H.K. & W. Docks | \$55 buy, 54 1/2 s. |
| Hongkong | \$15 buy. |
| New Engineering | 114 1/2 nom. |
| Shanghai Docks | 114 1/2 sel. |
| H.K. & S. Hotels | \$31 buy, 31 1/2 s. |
| Hongkong Lands | \$84 buy, 84 1/2 s. |
| Hongkong Realty (a.p.) | \$5 sel. |
| H.K. Territorials (l.p.) | \$54 sel. |
| Humphreys Estates | \$122 buy & s. |
| Finco's Buildings | \$120 sel. |
| Rural Lands | \$7 sel. |
| Ewo Cottons | 114 1/2 buy. |
| Oriental | 114 1/2 nom. |
| Shanghai Cottons (old) | 114 1/2 buy. |
| Do. (new) | 114 1/2 buy. |
| Amusements | \$114 buy. |
| Canton Ice | \$74 nom. |
| Cement (combined) | \$14.10 buy. |
| Do. (old) | \$12 buy. |
| Do. (new) | \$12 buy. |
| China Esses | 114 1/2 buy. |
| China Lights (combined) | \$142 buy. |
| Do. (old) | \$12 buy. |
| Do. (new) | \$12 buy. |
| China Providents | \$84 buy. |
| Constructions | \$3.10 buy. |
| Dairy Farms | \$154 buy. |
| Der A Wing (l.p.) | \$10 nom. |
| Hongkong Electric | \$56 buy, 56.15/56 1/2 s. |
| Macao Electric | \$40 nom. |
| H.K. Developments | 25 cts. nom. |
| H.K. Ropes (combined) | \$37 sel. |
| Do. (old) | \$33 nom. |
| Do. (new) | \$33 nom. |
| Hongkong Tramways | \$22 buy, 22 1/2 s. |
| Laas Crawford | \$12 nom. |
| Mackintosh | \$214 buy. |
| Peak Trans (old) | \$174 buy. |
| Do. (new) (c.p.) | \$7 nom. |
| Sinceres | \$11 sel. |
| Talis | \$4 sel. |
| United Alabates | \$120 nom. |
| Watsons (old) | \$12 sel. |
| Do. (new) | \$12 sel. |
| Wm. Powells | \$10 sel. |
| Telephones | \$34 buy. |

buy—buyers; sel.—sellers; s.—sales; nom.—nominal.

LIEUT. COL. J. B. R. BACCHUS, ROYAL ARMY PAY CORPS (DECEASED).

NOTICE IS HEREBY GIVEN that all CLAIMS Against the Estate of the above Deceased Officer should be Forwarded Without Delay to THE PRESIDENT, COMMITTEE OF ADJUSTMENT, COMMAND PAY OFFICE, Victoria Barracks, Hongkong.

H. TREVELLYAN,
Major & Lt. Col., Royal Engineers,
PRESIDENT, COMMITTEE OF ADJUSTMENT.
[3246]

THE CHINA LIGHT & POWER CO. (1918), LTD.

WITH Reference to the Notice to the Shareholders of this Company dated 29th December 1925, whereby the Final Call of \$3.00 Per Share on the New Shares was made Payable on 4th March 1926, instead of 4th January 1926, the General Managers and Consulting Committee have decided, in view of the Conditions Prevailing at present, to Further EXTEND the Time for Payment of this Call.

NOTICE IS ACCORDINGLY HEREBY GIVEN that the Date for Payment of the FINAL CALL is POSTPONED to 4th JUNE, 1926, and that the Form of Bank Receipt already sent to Shareholders can be used as though the Date named therein were the 4th June, 1926.

For THE CHINA LIGHT & POWER CO. (1918), LTD.,
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 25th February, 1926. [3244]

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(INCORPORATED IN SINGAPORE).

THE Company is prepared to act as EXECUTOR, ADMINISTRATOR or TRUSTEE and as ATTORNEY or AGENT for Persons having Interests in MALAYA or desiring to acquire Interests there.

Booklets and any further Information may be obtained on Application to the SECRETARIES at CHARTERED BANK CHAMBERS SINGAPORE. [123]



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[125]

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Owing to the rapidly increasing demand for our
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We can now cope with the largest orders in the shortest time, and invite enquiries from Wholesale and Export Firms who are interested in a class of Cotton Socks which have rapidly acquired a wide reputation throughout the Far East and India for Quality and Dependability.

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[104]

A.P.B.

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| 5 oz. | 2.50 | Small Tin | 28 |
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| HERRINGS in White Wine Mark Bucle | 50 | BLACK OLIVES | 70 |
| HERRINGS EXTRA (J. TROLEY) | 50 | | |

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NOTICE.

NEXT TERM will begin on MONDAY.

8th (Not March 1st) in the NEW

BUILDING at Kowloon.

The Loss of One Week's Work will be made

Good Later in the Year.

SCHOOL HOURS—The same as Last

Term, that is No School on SATURDAYS. On

WEDNESDAYS School Finishes at 1.20 P.M. The

Tiffin Hour on the Four Other Days is 1.5 to

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Day Boys can get Tiffin either from the

School Cook or from the School Tuck Shop

(Messrs. SHU KIN & Co.).

Accommodation is Provided for Boys who

bring Their Own Tiffin.

MONTHLY FERRY, BUS (To Ho Man

Tin) AND TRAIN TICKETS (To YAUWAT

STATION) can be obtained direct from the Com

panies. Concerned or Scholars can pay as

they go.

At the End of March, if the School can

guarantee a Certain Number of Tickets,

Cheaper Monthly Tickets can be arranged by

Motor Bus.

The SCHOOL ADDRESS is—THE DIO

CESAN BOYS' SCHOOL, P.O. Box 43,

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The NEW TELEPHONE NUMBER—From

MARCH 5th will be KOWLOON 777.

Rev. W. T. FEATHERSTONE, M.A. (Oxon),

Headmaster.

[3245]

QUEEN'S COLLEGE OLD BOYS ASSOCIATION.

SIXTH ANNUAL DINNER.

THE SIXTH ANNUAL RE-UNION DINNER of the ASSOCIATION, accompanied by A CONCERT, will take place on SATURDAY, 12th 12th or 13th of MARCH, 1926, at 8 P.M., in the HALL of QUEEN'S COLLEGE. To Encourage Attendance, The General Committee have fixed a Minimum Charge of \$8.00 (Wines Inclusive), but Members are Requested to make, if possible, An Extra Contribution to Defray the Expenses of the Entertainment. The Number of Guests is Limited to Fifty and Applications for their Accommodation should be made to the Under-Signed. All Subscriptions are to be forwarded to the Hon. TREASURER, LAI IM TO, Esq., at the ORIENTAL COMMERCIAL Co., Bank of Canton Building.

By Order of the General Committee,
C. G. ANDERSON,
Hon. Secretary.

[3237]

THE CANTON TROUBLE. STRIKERS RETURN 13 CARGO JUNKS.

HONGKONG RIVER BOATS RESUME RUNNING.

[FROM OUR CHINESE CORRESPONDENT.]

Complying with the request of the Customs authorities and the order of the Canton Government, the Strike Committee enforcing the "anti-imperialist" boycott have returned all the 13 cargo junks seized within the last few weeks.

The Customs authorities are demanding also the return of the goods, alleging that some 500 or more cases have to be accounted for. This appears to be the only hitch preventing the Canton Commissioner of Customs from re-opening the port which he virtually closed by refusing to further issue permits to vessels to work their cargo until his demands in regard to the boycott pickets are satisfied.

Chinese merchants and the public who are being penalized for the lawlessness of the pickets whom they have tolerated and morally supported, are understood to be suffering more from the Commissioner's action than from the pickets' illegal seizures and, according to a report, they would be willing not to press for the return of the goods. This, they thought, would remove the practical difficulty, as the Strike Committee are denying ever possessing so many cases or packages as the Customs authorities allege.

According to information filed with the Customs, up to February 24th, no fewer than 312 claims were lodged for losses in connection with boycott picketing since its operation. There are others which have not been the subject of protest or claim.

CHAMBER OF COMMERCE AND THE COMMISSIONER.

A letter from the Canton General Chamber of Commerce to the Canton Commissioner of Customs, roughly translated, follows:

"The Customs House is instituted for the lawful inspection of goods and collection of duty and has never at any time ceased to operate. We are surprised that you have on the 22nd (of February) closed the Customs and thus made it necessary for about 50 vessels from several ports to be detained in Canton on account of their failure to discharge cargo. This will not only interfere with the normal course of trade but also affect the food problem of the people, which is more serious, leading to public excitement. Your action, we are informed, has not been preceded by notice, and the intention was only made known verbally to Mr. Foo Ping Sheung, Superintendent of Customs, on last Saturday morning at 11 o'clock. We understand that the reason for your action is that pickets of the Strike Committee have been interrupting the Customs administration by detaining goods which had not been properly inspected. We are also informed that Mr. Foo, the Superintendent, voiced his objection to the proposal and agreed to take up the matter with the Government. You did not wait but carried out the order, to which we also take exception.

"We consider that the Government might have been requested to remedy such a trifling matter as pickets detaining goods and that the closing of the port, delaying the transportation of goods should have been avoided, since it creates public excitement, and hesitation on the part of rice ships to leave other ports for Canton. This will lead to the stoppage of food supplies and entail serious consequences, the responsibility of which we wish to know whether or not you are able to assume. For the pacification of the public, we would ask for the immediate resumption of Customs proceedings so as to facilitate the working of cargo without delay."

KUOMINTANG ORGANISES OTHER PROTESTS.

The Kuomintang was to order the students, labour, and other organized bodies in Canton to stage another meeting of protest yesterday (26th inst). On Wednesday, the Kuomintang ordered the four leading commercial guilds in Canton to make a protest against the Customs Administration similar to that made by the General Chamber of Commerce.

The Ministry of Finance, Mr. T. V. Soong, issued a permit to the S.S. *Wu Kwai* to return from Hongkong to Canton at the request of her owner.

SITUATION EXCITES NATION-WIDE ATTENTION.

The action of the Commissioner has attracted nation-wide attention. In addition to Dr. C. T. Wang, Foreign Minister at Peking, who cabled to Canton for information, the Shanghai Cantonese have also cabled to all concerned in Canton to expedite a satisfactory settlement so that the Canton-bound vessels now awaiting further instructions at Shanghai may proceed to Canton. It is understood that the Commissioner of Customs had instructions from the Inspector-General before taking action. The Cantonese organizations, not being aware of this, perhaps, are still demanding the dismissal of the Commissioner from the Service.

To guard against possible shortage of food, the Government in Canton has taken steps to charter private vessels to operate as Government transport.

(Continued on next column.)

FIRE STATION BUILDING. PROGRESS REPORT.

The Progress Report for the fifth quarter, ending 31st December, 1925, was laid before the Legislative Council by command of H.E. the Governor yesterday. The contractors are Trollope & Colls (Far East), Ltd., and the report is made by the Director of Public Works.

The Contractors for the New Fire Brigade Station have made satisfactory progress with the work during this quarter. The whole of the concrete work is now complete with the exception of the ground floor, courtyard and one or two minor items such as channels to verandahs, etc. Brickwork to all upper floors is practically complete and all the necessary brickwork is on the site in readiness to complete the ground floor walls.

The stonework is now nearing completion and the masons are at present engaged in laying the last course round the building.

The door and window frames are being built in as the work proceeds and all window sashes and doors are at present stored on the job but cannot be hung until the ironmongery arrives from England.

The non-delivery of this indent which was forwarded more than six months ago is very definitely and seriously retarding the progress of the work and therefore delaying the date of completion of the contract, which cannot now, under any circumstances, be completed within the stipulated time.

The joiners are in readiness to lay the wood block floors to all offices but cannot do so until adequate protection can be obtained and all doors and windows shut.

As stated above this cannot be provided until the ironmongery arrives from England.

MOTOR MISHAPS.

SEVERAL ACCIDENTS ON THURSDAY.

Several motor accidents occurred on Thursday.

A Chinese boy received slight injuries through being knocked down by a motor-car driven by Dr. B. A. Tottenham, near the Central Market.

A car owned by a Chinese crashed into the wall of the Botanical Gardens, and its occupants, two Chinese boys, were slightly injured.

A privately owned car was badly smashed in Garden Road, caused by the driver losing control of the steering wheel. Two small boys were injured.

A coolie was slightly injured through being knocked down at Praya East, by a motor-cycle, ridden by Mr. A. May. Two motor-buses collided outside the Mongkok Police Station. One of them, owned by the Kai Tak Company, was badly damaged.

HARBOUR MISHAP.

MOTOR BOAT SUNK.

Early yesterday morning, the "Star" Ferry boat, *Northern Star*, collided with two motorboats lying between the ferry wharf and the public pier. One of the boats was sunk, and the other received damage to the extent of \$100. No lives were lost.

ST. JOHN AMBULANCE BRIGADE.

HONGKONG CORPS.

AWARDS FOR 1925.

"LAV CHU PAK" DUTY CUP.—For the best record of actual Ambulance duty during the year. In awarding this Cup it was found very difficult to decide between the merits of the "Indian" Division and the "M.C.A." Division respectively. After very careful comparison, and a further revision, the Cup has been awarded to the "Indian" Division. The "Y.M.C.A." Division is very highly commended.

"HOLYOAK" ATTENDANCE CUP.—Awarded to the Division showing the highest percentage of attendance at any 15 meetings during the year. The Cup is won by the "Railway" Division, with an attendance return of 100 per cent.

Though not necessarily connected with the present difficulty it might be mentioned that the Kuomintang at Canton has advised the Customs authorities at Lappa, near Macao, that vessels armed with special permits issued by the Government at Canton should be allowed to pass without further inspection. No individual official or military commander, except the highest authority in Canton, however, may issue such permits.

The "Prize Court," or joint Examination Shed of the Workers and Merchants in Canton to inspect goods with a view to excluding "imperialist" goods, has been functioning as usual since February 22nd.

HEAVY "SQUEEZE."

Reuter's correspondent says it is reported that one foreign firm paid \$12,000 to obtain the release of steamer cargo seized by armed pickets.

RIVER TRAFFIC RESUMES.

The Hongkong Canton and Macao Steamboat Company's s.s. *Lung Shan* resumes her daily run to Canton this morning at 8 a.m. now that the port has been re-opened. The s.s. *Fatshan* (China Navigation Company), operated in conjunction with the *Lung Shan* on this run, will resume her sailings on Monday morning at the same time.

POSTAL INFORMATION.

A notification from the Post Office states that the mail service to Canton by steamer will be resumed as from today. The letter mail will be closed at 7.15 a.m. and the parcel mail at 5 p.m., daily, excepting on Sundays.

LEGISLATIVE COUNCIL.

VACANT FLOORS AND REFUND OF RATES.

A SPECIAL AND TEMPORARY ARRANGEMENT.

A meeting of the Legislative Council was held in the Council Chamber yesterday. Present:—

His Excellency the Governor (Sir Cecil Clementi, K.C.M.G.).
His Excellency the General Officer Commanding the Troops (Major General C. C. Lyard, C.M.G.).
The Colonial Secretary (Hon. Mr. E. R. Hallifax, C.M.G., O.B.E.).
The Attorney-General (Hon. Mr. J. H. Kemp, K.C., C.B.E.).
The Colonial Treasurer (Hon. Mr. C. McI. Messen, O.B.E.).
Hon. Mr. H. T. Cheast (Director of Public Works).
Hon. Mr. E. D. C. Wolfe (Captain Superintendent of Police).
Hon. Mr. D. W. Trautman (Secretary for Chinese Affairs).
Hon. Sir Henry Pollock, K.C.
Hon. Mr. P. H. HOLYOAK.
Hon. Sir SHOU SON CHOW.
Hon. Mr. A. O. LASC.
Hon. Mr. W. BIRD.
Hon. Mr. R. H. KOTTEWALL.
Hon. S. B. B. McELDERAY (Clerk of Councils).

MINUTES.

The Minutes of the meeting of the Council held on February 4th having been circulated and approved, they were signed by H.E. the Governor.

PAPERS.

THE COLONIAL SECRETARY, by command of H.E. the Governor, laid upon the table the following papers:

By-law made under section 16 of the Public Health and Buildings Ordinance, 1903, and published in the *Government Gazette* of January 5th, 1923.

Resolution of the Legislative Council under the provisions of section 7 of the Tramway Ordinance, 1909, on the 4th day of February, 1926, and published in the *Government Gazette* of February 5th, 1926.

Rules made by the Registrar of Patents under section 11 of the Registration of United Kingdom Patents Ordinance, 1925, on January 20th, 1926, and published in the *Government Gazette* of February 5th, 1926.

Quarterly Report relating to the new Salingun School.

Quarterly Report relating to the Fire Station building.

JURORS' LIST.

THE COLONIAL SECRETARY, by command of H.E. the Governor, submitted the Jurors' List for 1926 and moved that it be considered by the committee of the whole Council at the conclusion of the present meeting.

The ATTORNEY-GENERAL seconded, and the motion was agreed to.

RATES AT STANLEY.

THE COLONIAL SECRETARY moved the following resolution which was standing on the agenda in his name:

"Resolved by the Legislative Council that the percentage on the valuation of tenements payable as rates for tenements in Stanley shall be 8½ per cent. as from the date fixed by H.E. the Governor for the coming into effect of this resolution, that is to say, the 1st day of April, 1926."

The ATTORNEY-GENERAL seconded, and the motion was agreed to.

REFUND OF RATES.

THE ATTORNEY-GENERAL: Sir, I beg to move the resolution standing on the agenda in my name, viz.:—

"Resolved that it is desirable that legislation be introduced, as a temporary measure of relief, in order to enable refunds of rates to be made in respect of vacant portions of tenements in certain cases."

THE ATTORNEY-GENERAL said: To understand this resolution it is necessary to have some knowledge of the rating system in vogue under the present rating ordinance. As hon. members know, the rateable value of a house or tenement is the amount at which the tenement might be expected to be let. The Assessor arrives at this amount from information as to the actual rentals and from his own general knowledge of the House property in the Colony. On the amount of the rateable value so arrived at, the rates are calculated. The percentage is 13 per cent, but varies in different parts of the Colony. These rates are an occupation tax, and, that being so, provision is naturally made under the ordinance for refunds of rates on premises which have been vacant. The two principal conditions precedent to the right to a refund of rates are, first, that the whole tenement shall have been vacant during the whole of any given month; and, secondly, that the rates for that particular quarter shall have been paid in the first month of the quarter. Under the existing law the unit of the rate is the whole house. A floor is not as a rule taken as a unit. For example, take houses in Des Vaux Road Central; they may be let out in three or four floors,

but before the payer of the tax can ask for a refund the whole of the house must have been vacant during a whole month of the quarter. That works out quite fairly in ordinary times, because in making the assessment the Assessor is allowed to deduct from the total probable rental an allowance up to 20 per cent. for probable vacancies, and this is regularly done. That deduction in ordinary times is quite enough to relieve the payer of the tax from the burden he would otherwise have to bear if portions of his premises were vacant. But it has been impressed on the Government recently that in the present temporarily depressed condition of house property in certain parts of the Colony that rule works unfairly—or perhaps I should say "hardly"—because, for various reasons, it happens in certain parts of the Colony that vacancies are very much more frequent, and last much longer, than in ordinary times. Some of these causes of this date back a considerable time.

They began at the time of the land boom, when the house accommodation was far behind the demand. Land was bought and buildings were commenced in all parts of the Colony. For a long time building failed to catch up with the demand, but a year ago it was predicted by well-informed persons that the Colony would very soon be over-built. That result has now been reached and in certain new parts of the Colony two or three floors of a house may be vacant and only one let. When that is the case the owner while still having to pay the interest of his mortgage has also to pay rates on the whole house. In some cases he may thus have to pay out more in respect of the house than he receives as rent for the floor occupied. Owners of that class of property, I believe, are feeling the pressure and would be glad of the relief by a more generous system of refunds which the present temporary measure would afford. The Government has not acted hastily in proposing to bring forward this legislation. The first request was made a good many months ago, but the Government was not then satisfied that a case had been made out for relief, but the Government is satisfied now. The form that relief is to take is that the Governor in Council shall have power to exercise it in cases in which he thinks fit. The measure has been put in its present wide form because it will afford a quick and easy method of arriving at a fair conclusion in the various circumstances that arise. The intention is that refunds of rates will be granted only if two or more floors of a tenement are vacant—not for a single floor, because, as I have explained, provision is made in the assessment for a certain amount of vacancy during the year, and that would cover the vacancy of one floor. But in cases where two or more floors are vacant the Government would be prepared to consider a refund of rates. It is not proposed to refund the total amount of the rates attributable to two or more floors, but only of any floor in excess of one. For example, if two floors are vacant the ratepayer will get a refund of rates for one floor only. This relief will not be granted in respect of the month of January because it is quite impossible now to check any claims in respect of that month, but it will be possible to check for the present month, and also for March. It is impossible to say how long this relief will be required and no undertaking is given that it will be continued beyond the present quarter. If it is owners of property should remark that the ordinary rule is that no claim to a refund can be considered unless the rates have been paid in the first month of the quarter, and any owner who may claim in the second quarter should pay his rates in the first month of that quarter. There is only one other thing I want to say, and that is that a notification of this decision will be given in the Press, and that applications for refunds should be sent to the Colonial Treasurer who will deal with them and report to the Governor in Council.

THE COLONIAL SECRETARY seconded the motion which was passed.

THE COLONY'S REGULATIONS AND BY-LAWS.

THE ATTORNEY-GENERAL moved the second reading of the Bill intituled An Ordinance to authorise the preparation of an edition of the regulations, rules and by-laws in force in the Colony on December 31st, 1925.

THE COLONIAL SECRETARY seconded, the second reading having been passed, the Council on the motion of the Attorney-General resolved itself into Committee to consider the Bill clause by clause.

No amendments were made and on the Council resuming the Bill was read a third time and passed into law.

THE MAGISTRATES ORDINANCE.

THE ATTORNEY-GENERAL moved the second reading of the Bill intituled An Ordinance to amend the Magistrates Ordinance, 1900.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Bill was afterwards taken through the Committee stage, read a third time and passed into law.

HIDDEN QUALITY.

WHAT IS UNDER THE SURFACE
IS AS GOOD AS ON THE SURFACE.

A PIECE OF FURNITURE MAY LOOK OUTWARDLY ATTRACTIVE: IT MAY BE COVERED IN GOOD MATERIALS, THE DESIGN MAY BE SOUND—BUT IF THE OUT-OF-SIGHT FEATURES ARE NOT UP TO STANDARD, THAT PIECE LACKS QUALITY.

IT IS CLOSE ATTENTION TO THESE DETAILS THAT ENSURES EACH ITEM OF OUR PRODUCTIONS BEING UNRIVALLED IN VALUE AND CONSTRUCTION.

WHAT ARE OUT OF SIGHT ARE
AS GOOD AS ON THE SURFACE.

IN UPHOLSTERY WE USE ONLY THE BEST COPPER WIRE SPRINGS, FINE HAIR STUFFINGS, AND IN WOOD WORK ONLY THE BEST OF TEAK AND HARDWOOD.

THEREFORE OUR FURNITURE AND UPHOLSTERY MEANS TO YOU DEPENDABLE HONEST GOODS AT WORTH-WHILE PRICES.

LANE, CRAWFORD, LTD.

IF YOU BUY BY COMPARISON
YOU WILL NATURALLY CHOOSE

CONKLIN'S

PENS, PENCILS & UTILITY SETS.

Sole Agents:

THE WING ON Co., Ltd.

COLUMBIA NEW-PROCESS RECORDS

BEETHOVEN

QUARTET IN E FLAT

EIGHT PARTS—FOUR RECORDS

COMPLETE EN ART ALBUM

AT

ANDERSON'S.

WM. POWELL, LTD.



Artistic
Furniture
FOR THE
Bungalow & Bijou Residence

Ask us to

have a quite talk at your convenience, show you illustrations and then quote furniture at attractive prices.

NEW ADVERTISEMENTS

DOG LOVERS.

VERY Fine Thoroughbred GREAT Dane Puppies, Harlequins and Blues, FOR SALE. Ready to take over immediately. Apply: Messrs. M. KINGSLEY, CHANG WAI PAO, WONG TO, SHAWWELL. References—Drs. KEYLOCK and PRATT. [3250]

HONGKONG STOCK EXCHANGE.

NOTICE IS HEREBY GIVEN that the STOCK EXCHANGE will be CLOSED on MONDAY, 1st, TUESDAY, 2nd, WEDNESDAY, 3rd, and SATURDAY, 6th MARCH.

By Order of the Committee,
A. NISSIM,
Secretary.

INSURANCE OFFICES.

NOTICE.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that All FIRE and MARINE INSURANCE OFFICES will be CLOSED for the TRANS- ACTION of BUSINESS on MONDAY, TUESDAY and WEDNESDAY, the 1st, 2nd and 3rd MARCH, 1926, From 12 NOON.

By Order,
LOWE, BINGHAM & MATTHEWS,
Secretaries,
The Fire Insurance Association of Hongkong,
The Marine Insurance Association of Hongkong,
Hongkong and Canton.
[3248]

G. R. NOTICE.

KOWLOON WATERWORKS.

IT IS HEREBY NOTIFIED that On and After MONDAY, MARCH 1st, the SUPPLY of WATER in Kowloon will be Turned on in the Public Mains during the following Hours Only:
SHAMSHUI and FUI TSUN HOING and Tai Koi Tui.
Kowloon City and MA TAU WAI.
YAMAT and MONGKOK DISTRICT (West of COBINATION and NATHAN ROADS and NORTH of AUSTIN ROAD).
HONGKONG and KOWLOON CITY ROAD.
7 A.M. to 10 A.M.
From the East side of COBINATION ROAD and including Ho Mui Tui.
South of GASCOIGNE and AUSTIN ROADS.
7 A.M. to 10 A.M. and 3 P.M. to 5 P.M.
HAROLD T. CREASY,
Water Authority.
Public Works Department,
Hongkong, 26th February, 1926. [3252]

G. R. IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF CARL JOHAN ERIC HELLSTROM, Late of Victoria, in the Colony of Hongkong (Deceased).

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 53 of the Probate Ordinance 1897 (No. 2 of 1897), made an Order Limiting the Time for Sending in Claims to or Against the above Estate to the 28th day of MARCH, 1926.

Creditors and Claimants are hereby Required to Send their Claims to the Under- signed by the above Date.

Dated this 26th day of February, 1926.
HUGH ADAM NISBET,
Official Administrator.

NORDEUTSCHER LLOYD, BREMEN.

THE Steamer "DEFFLINGER" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 5th March, 1926, will be subject to Bank.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 A.M., on 3rd March, 1926.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Steamer's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Under- signed for countersignature.

MELOERS & CO.,
Agents,
NORDEUTSCHER LLOYD, BREMEN.
Hongkong, 27th February, 1926. [3247]

HONGKONG HORTICULTURAL SOCIETY.

THE ANNUAL SHOW OF FLOWERS AND VEGETABLES will be held at VOLUNTARY HEADQUARTERS on THURSDAY, 11th MARCH, 1926.

ENTRIES will DEFINITELY CLOSE at 1 P.M. on MONDAY, 1st MARCH, 1926, at the Hon. SECRETARY'S OFFICE, but Intending Exhibitors are Requested to SEND IN THEIR ENTRIES AS EARLY AS POSSIBLE.

Schedules have been sent to all Members who have paid their Subscription for the Current Year.

MEMBERS who have not yet paid their Subscription and ALL THOSE who wish to join the SOCIETY are Requested to Send \$5 immediately to the Hon. SECRETARY, Mr. E. B. C. HORNELL, c/o Messrs. JARDINE, MATHESON & Co., Ltd.

Hongkong, 17th February, 1926. [3208]

INTIMATIONS

RACE HOLIDAYS.

THE EXCHANGE BANKS will OPEN for the TRANSACTION of PUBLIC BUSINESS at 9.30 A.M. on MONDAY, TUESDAY and WEDNESDAY, the 1st, 2nd and 3rd MARCH, and CLOSE at 12 Noon.
Hongkong, 24th February, 1926. [3240]

NOTICE.

CHANGE OF ADDRESS.

THE HONGKONG TELEPHONE COMPANY, LIMITED, hereby Give NOTICE that On and After MARCH 1st, 1926, their Registered Office will be at No. 17, QUEEN'S ROAD CENTRAL. All Business Communications should be so Addressed.

A. L. TERRY,
Secretary.

Dated February 22nd, 1926. [3335]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at City Hall, Hongkong, on SATURDAY, the 27th FEBRUARY, 1926, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the Year ending 31st December, 1925.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 15th FEBRUARY, to SATURDAY, the 27th FEBRUARY, 1926 (both days inclusive), during which Period No Transfer of Shares can be Registered.

By Order of the Court of Directors,
A. H. BARLOW,
Chief Manager.

Hongkong, 5th February, 1926. [3180]

UNION WATERBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY FIRST ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the Offices of Messrs. DODWELL & COMPANY, LIMITED, on THURSDAY, the 4th MARCH, 1926, at 11 A.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1925.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th FEBRUARY to 4th MARCH, 1926, Both Dates Inclusive.

DODWELL & CO., LTD.,
General Managers.

[3204]

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-SEVENTH ORDINARY GENERAL MEETING will be held at the Company's Offices, P. & O. BUILDING, on FRIDAY, 12th MARCH, 1926, at 11 A.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1925, and electing Directors and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from 1st MARCH to 12th MARCH, 1926, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 23rd February, 1926. [3231]

GREEN ISLAND CEMENT CO., LIMITED.

THE THIRTY SEVENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on WEDNESDAY, 17th MARCH, 1926, at 11 o'clock in the Forenoon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1925, and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 3rd MARCH, 1926, until WEDNESDAY, 17th MARCH, 1926, both days inclusive.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers.

[3228]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 2461 for 35 Shares, 487 548775 in this Society standing in the Joint Names of HARRY CLABURN REABOE and JOHN HERMANN TEESDALE, both of Shanghai, Has Been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed CANCELLED and of No Effect, and A NEW Certificate for the 35 Shares will be Issued in its stead by the Society.

PAUL LAUDER,
General Manager.

Hongkong, 23rd February, 1926. [3233]

CYMDEITHAS DEWI SANT (HONGKONG).

OWING to Circumstances over which the Committee have no control, it has been decided Not to Hold the Annual Dinner This Year. Members are Requested to Meet at the CANTON, as Requested in the Former Notice, at 10.50 A.M.

For The Committee,
DAVID E. EVANS,
Hon. Secretary.

[3239]

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd AND 6th.

TICKETS of ADMISSION to the Public Enclosure may be obtained from Messrs. KELLY & WALSH or at the GATE. Price—\$3 Per Day. Soldiers and Sailors in Uniform—\$1 Per Day.

No one Admitted without a Ticket to be shown to the Ticket Inspector at the Gate.
LINSTEAD & DAVIS,
Treasurers.

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd AND 6th.

MEMBERS have the privilege of introducing Two Non-members to the Members' Enclosure.

A Limited Number of Tickets are available and may be obtained from Messrs. LINSTEAD & DAVIS, Alexandra Buildings, on or before SATURDAY FEBRUARY 27th, 1926.

Price—\$10 Per Day or \$30 for the Meeting.

LINSTEAD & DAVIS,
Treasurers.

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd AND 6th.

THE Stewards request the pleasure of the Presence of the Ladies at The Races.

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd AND 6th.

PASSES for SERVANTS will be issued on Application to Messrs. LINSTEAD & DAVIS, ALEXANDRA BUILDINGS. No Servants will be allowed inside the Enclosure of the Race Course during Race Days WITHOUT TICKETS.

These Tickets are only available for Servants while in Attendance on their Employers or when On Duty at the Various Stands.

Any Persons found loitering about with Servants' Passes in their possession will forfeit them and holders will be Removed from the Enclosure.

C. B. BROWN,
Secretary.

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd AND 6th.

MEMBERS' BADGES of ADMISSION are Now Ready and may be obtained by those Members, who have not already received them, from Messrs. LINSTEAD & DAVIS, ALEXANDRA BUILDINGS. Members are Reminded that these Badges will also Admit them to All THE EXTRA RACE MEETINGS This Year.

C. B. BROWN,
Secretary.

HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING 1926.

SEVENTH RACE—THIRD DAY.
THE UNITED SERVICES CUP.

POST ENTRIES will be Accepted for This Race.

By Order,
C. B. BROWN,
Secretary.

HONGKONG JOCKEY CLUB.

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POST ENTRIES will be Accepted for This Race.

By Order,
C. B. BROWN,
Secretary.

HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING 1926.

SEVENTH RACE—THIRD DAY.
THE UNITED SERVICES CUP.

POST ENTRIES will be Accepted for This Race.

By Order,
C. B. BROWN,
Secretary.

INTIMATION

Seasonable Remedies and Preventives.

WATSON'S PECTORAL COUGH BALSAM

For Coughs, Colds and Bronchitis

in bottles \$1.00 and \$1.75.

MARTIN'S INFLUENZA MIXTURE

FOR

Cold in the Head and Catarrh

\$1.00 per bottle.

WATSON'S ANTI-SEPTIC THROAT PASTILLES

FOR

Relaxed and Sore Throat.

50 cents per tin.

WATSON'S EU-PINE INHALANT

FOR

Cold in the Head, &c.

50 cents per bottle.

A. S. WATSON & CO., LTD.

ESTABLISHED 81 YEARS.

[50]

BIRTHS.

DANIELS.—At Shanghai, on February 20th, to Mr. and Mrs. ALAN J. DANIELS, a daughter.

HARRIS.—At Shanghai, on February 20th, to Mr. and Mrs. J. F. G. HARRIS, a son.

DEATHS.

GRAINGER.—At Shanghai, on February 20th, CHARITY LILY GRAINGER, aged 19 years and seven months, the dearly beloved eldest daughter of Mr. and Mrs. BLANCH C. GRAINGER.

KUHN.—At Shanghai, on February 21st, BERT L. KUHN.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, FEBRUARY 27th, 1926.

AFTER SIXTY YEARS.

The annual general meeting of shareholders of the Hongkong and Shanghai Banking Corporation takes place to-day when the one hundred and tenth report of the Court of Directors will be presented. This year the general survey of Far Eastern commercial affairs, which usually forms the main portion of the Chairman's speech, is being awaited with keen anticipation. It is not too much to say that no annual event provokes so much interest amongst the British who have commercial interests in China, for the Chairman of "Wayfong" invariably speaks with a due sense of his great responsibility and with the frankness which is so essential in these days of stress and strain.

The Bank reaches this year its sixtieth anniversary. The first annual meeting of the shareholders is dated 1866. The paid-up capital in that year was two and a half million dollars, on which was paid a dividend of eight per cent. About twenty-five thousand dollars was used for other purposes. The report for 1925 states that the amount of net profits for the year, after making provision for bad and doubtful debts and contingencies, is nearly twelve and a half million dollars.

Commenting on the work of the third year of its existence the report then issued by the Court stated a policy, which has been one of the secrets of success. The actual words are: "Faithful to the policy to which they have always adhered, the Directors consider it more conducive to the true interests of the Corporation to continue strengthening the Reserve Fund by a liberal appropriation out of realised profits." That policy has always been followed. The Directors have been especially cautious concerning the writing down of the value of Bank premises.

This year a million dollars is so appropriated. It would be interesting to compare the value of the many premises owned by the Bank which is shown in the books of that institution with the sum valuations made by competent and entirely independent estate agents in the places where the bank premises are situated.

It was in 1880 that we first hear of Mr. T. JACKSON who was then present at a meeting of shareholders in Hongkong. Of all the men who have blazed the trail of foreign commerce in China none have occupied quite the same outstanding position as "T.J.," or, as he was officially known in later life, Sir THOMAS JACKSON, Bart. His statue stands opposite "The Bank" offices in this City. He seems to look fearlessly as ever to the future, an inspiration to any passer-by whose immediate anxieties may suggest a lack of faith in the ability of this Colony to survive a wave of commercial depression.

"T.J." believed in China, he believed in his Bank, and he believed in himself, as every successful man must believe in himself if he is to act with courage and without fear. He was a remarkable man; generous to a fault, always ready to lead in any enterprise for the public good. He was an ideal citizen in Hongkong. He died in harness in the parlour in the London office of the great institution for which he did so much by his untiring energy and integrity. He established an esprit de corps amongst the employees of the Bank which is a tradition and a most valuable asset although it does not figure in the annual accounts.

"Wayfong" still towers as a lighthouse in the Far East; in calm and stormy weather it shines out. We congratulate it heartily on its golden jubilee.

Mr. W. E. Antrim, Manager of the Manila Hotel, is on a short visit to Hongkong.

The Hon. Mr. P. H. Holyoak will distribute the prizes at the Central British School on Friday next.

The body of a folk of a trading junk has been found at Tsau Kiu Village, New Territories. Murder is suspected.

H.M.S. Concord left for Home yesterday, and it is understood that she will pay off into the Special Reserve.

A lecture advertised on the Syllabus of the Helena May Institute for March 1st is unavoidable cancelled.—ADV.

"Is the influence of the present day cinema harmful?" is the subject decided on for discussion at the next debate at the European Y.M.C.A., Kowloon, on March 25th.

The Hongkong, Canton and Macao Steamboat Company are now resuming their service to Canton and the s.s. Lungshan is scheduled to leave at 8 a.m. to-day (Saturday).

Shareholders in the Hongkong and Shanghai Banking Corporation are reminded that the annual meeting of the Bank will be held at noon to-day (Saturday) in the City Hall.

Mrs. Harry Morganthau, wife of the former American Ambassador to Turkey is a passenger on the President Taft, which arrived from Manila yesterday. Mrs. Morganthau is going to Shanghai.

A house in Kwong King Lane, Wanchai, was entered by armed robbers early yesterday morning. They searched three cubicles, bound the women occupants, and stole money, jewellery and clothing valued at \$398.

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CABLE AND WIRELESS NEWS.

[BRITISH WIRELESS SERVICE.]

BRITISH AIR FORCE.

ESTIMATES INTRODUCED BY SIR SAMUEL HOARE.

RUGBY, February 25th.

In the House of Commons, Sir Samuel Hoare, Secretary for Air, introduced the Air Estimates for the next financial year. He said that these were not markedly different from those of last year. There was a net addition of about half a million sterling. One of the chief factors is that reduction of the gross Estimates was a saving of nearly £350,000 in the cost of defence in Iraq and Palestine, resulting partly from a visit which he had paid to the Middle East a year ago, but still more from the efficiency of the Air Command under Vice-Marshal Sir John Higgins and the civil administration under Sir Henry Dobbs. The small net increase in the Estimates was explained by new developments and additional squadrons recently formed. The increase might have been greater but for rigid economies practiced.

He claimed that the balance had been held not unsuccessfully between the urgent need for air development and an insistent demand for public economy.

The four main requirements of the British Air Force were home defence, Imperial defence, the air requirements of the Army and Navy, and, fourthly, the development of civil aviation and the task of helping the British people to become a people of the air. The paramount duty was home defence—a duty recognized by successive Governments in sanctioning a home defence force of fifty-two squadrons. To-day, twenty-five of these squadrons were already formed and three more would be added in the course of the financial year. Thus, while in 1922 there were only three squadrons available for home defence, at the end of 1927 there would be 53.

THE NEEDS OF TO-DAY.

We were to-day, setting aside Russia, the second greatest air power in the world, but were still in an inferiority of somewhat less than one to two as compared with the total strength of our nearest neighbour. Sir Samuel emphasized the vulnerability of this country to air attack and said there was to-day no question of under-rating this weakness or of scrapping our programme for dealing with it. Our programme of home defence accepted by Government after Government remained intact. The only question was whether we were justified in spreading the expenditure over a somewhat longer period. This had been a difficult question for the Government to decide. On one hand, there was the urgent need to build up, as quickly as possible, adequate home defence. On the other hand, there was the urgent need to avoid a heavy rise in the estimates of any department. In addition there was the new phase of international politics created by the signing of the Locarno Treaty. The pact against aggression, signed by the Western Powers, must at the very lowest estimate make less likely a possibility of war during the next few years and to that extent justified a more slow process of the completion of a defence programme. The Government had weighed these considerations and came to the conclusion that on the balance, it was justifiable to spread the expenditure over a longer period, at the same time holding themselves perfectly free to speed up the completion of the programme if the international situation was contrary to present opinions and necessities.

He thought that from certain view points a short period for consolidating the position and perfecting the air structure, would not be regretted.

LONDON-BOMBAY AIR ROUTE.

Sir Samuel, continuing, said he proposed to take definite and practical steps to help the air-craft industry to obtain markets abroad. The Air Ministry regulations had in the past made it impossible for firms to sell abroad any but practically obsolete types. It was now possible to considerably relax these regulations. A substantial advantage should accrue to the British aircraft industry if its machines and engines, which there were no better in the world, could find large markets abroad.

Turning to the important question of Empire air routes, he said that an aeroplane service from Egypt to Karachi, in India, would actually start next year, with the most up-to-date three engine machines, saving five days as compared with existing methods of transport. He believed that once this first step was taken, an extension would spring up and step by step, an air line would be created between London and Bombay. The Ministry looked forward also to substantial advantage being made with the programme of airships during the next twelve months. This was of vital importance for Empire communications and defence, and, in his view, airships during the next twelve months. This was of vital importance for Empire communications and defence, and, in his view, airships during the next twelve months. This was of vital importance for Empire communications and defence, and, in his view, airships during the next twelve months.

In conclusion, Sir Samuel dwelt upon what he declared to be the most important objective of the Air Ministry, namely, the expansion of air knowledge and air practice among the people.

[THROUGH REUTER'S AGENCY.]

MOST EFFICIENT FORCE IN THE WORLD.

LONDON, February 25th.

In the House of Commons, winding up the debate on the Air Force Estimates, Sir Samuel Hoare promised to communicate to the Premier the weighty arguments from all parts of the House in favour of a centralized Ministry of Defence. In the meantime he hoped to foster the closest co-operation between the three Chiefs of Staff. He frankly claimed that the British Air Force was the most efficient in the world to-day, flying twice the number of hours of any other, not excluding France, which had the biggest Air Force in the world. The Estimates were agreed to without a division.

[BRITISH WIRELESS SERVICE.]

CLOSER CO-ORDINATION BETWEEN SERVICES NEEDED.

RUGBY, February 25th.

Before last night's debate on the air estimates began, the Prime Minister, in answer to Mr. J. Ramsay MacDonald, said that in accordance with the policy of successive administrations, the Government had no intention of re-opening the question of maintaining a separate air arm and air ministry. The Government decided to pursue the organization of imperial defence on the existing basis of three co-equal services viz., Navy, Army, and Air Force.

Mr. Baldwin added that they were convinced that the way to secure higher co-ordination in defence machinery in the interests of efficiency and economy lay in combined action between all three through the machinery of a committee of all.

In a subsequent debate the question was again raised by speakers on both sides of the house, and the suggestion that the Air Ministry should be merged within a new ministry of defence was advanced. The Air Minister, Sir Samuel Hoare, conveyed to the Cabinet arguments advanced in support of his proposal, and remarked that it was obvious from debate that there was a growing feeling on all sides that there ought to be much closer co-ordination between the three services that existed at present. He believed that the best line of advance was to ensure that every great question of defence and strategy should first of all be considered by the chiefs of staff collectively.

Referring to the proposal that there should be an imperial conference for discussing air questions common to the Empire as a whole, he said he would certainly bring up the question of air policy at the October meeting of the Imperial Conference, and would, see, that air questions had a prominent place. He denied that the ground personnel of the Air Force was in excess of flying personnel, and stated that the proportion of qualified pilots in flying training was larger than that of any other country, and the Air Force had to its credit twice as many flying hours.

BRITISH INDUSTRIES' FAIR.

THE "LONDON TIMES" COMMENT.

RUGBY, February 25th.

The business done in sections of the British Industries' Fair at London and Birmingham is reported by the *Times*, as having been extremely large. The *Times* says the results generally indicate the decided movement in the direction of improved trade. The outstanding feature has been the number of inquiries and orders placed by representatives of distributing houses overseas and the attendance of visitors has greatly exceeded anticipation.

The journal adds: "There are very few countries that have not been represented by buyers. The visitors have come from the Dominions, all parts of Europe, the United States and South America. Business houses in China and Japan have sent their representatives, as well as firms in Russia, the Philippines and Iceland. The result has been the opening of many new avenues for business in different parts of the world. The British Dominions have been prominent in trading operations, and in spite of the tariff duties, British goods have appeared successfully to the representatives of American houses."

NATIONAL DEBT.

COMMITTEE'S REPORT NOW BEING PREPARED.

RUGBY, February 25th.

The Committee on national debt and taxation, under the Chairmanship of Lord Colwyn, which was appointed two years ago, completed the taking of evidence in December and is now engaged in drawing up a comprehensive report.

OBITUARY.

DEATH OF SIR FRANCIS LLOYD.

RUGBY, February 25th.

The death occurred this morning at the age of 73, after a long illness, of General Sir Francis Lloyd. The deceased had a distinguished military career. During the war he commanded the London district, and was afterwards food commissioner for London and home counties.

[THROUGH REUTER'S AGENCY.]

LEAGUE OF NATIONS.
CONSERVATIVE COMMONERS' VIEWS.

LONDON, February 25th.

Sir Austen Chamberlain's speech at Birmingham has added anxiety to all the parties at Westminster in view of the forthcoming meeting of the Council of the League at Geneva, symptomatic with which is the question noticed by the Conservative, Sir William Lane Mitchell, who asked if it is the Government's policy to support the admission of Poland to the Council.

Meanwhile a letter signed by six Conservative Commoners appears in the *Times* expressing the conviction that an addition of new permanent members, except Germany, without more mature consideration than has yet been possible, would be unjustifiable to the signatories, and strongly deprecates forcing a hasty decision on this vital issue, and also asks the Government, without prejudice, that apart from any action it takes in September, to oppose discussion at the March meeting.

The feeling abroad on the subject is reflected in the fact that the Chinese Government has indicated in various European Capitals that they intend to apply for a permanent seat on the Council. The question of new members, besides Germany, is raised at the March meeting.

While Norway also has officially intimated the view that only the German candidature should then be dealt with, Madrid's Foreign Minister, writing to the newspaper *Lausion*, while supporting Germany's candidature, emphasizes Spain's intention to pursue the application for a permanent seat, which dates from 1922.

BRITISH AIRMAN.

NOW ON HIS WAY HOME.

CARSTOWN, February 25th.

Alan Cobham has started on his return flight to England.

FRANCO-RUSSIAN DEBT.

OPENING OF CONFERENCE IN PARIS.

PARIS, February 25th.

M. Briand opened the Franco-Russian Debt Conference at the Quai d'Orsay. He insisted at the outset that the Conference implied a solemn undertaking by the parties represented to adhere to the principle of non-intervention.

M. Demozie, the head of the French delegation, said the latter did not abandon the defence of the rights of small French holders of Russian bonds, but was ready to discuss the method of liquidating past liabilities. He added that France hoped for a speedy development of private trade between the two countries.

M. Rakovsky said the difference in the institutions and laws of the two countries did not render impossible solutions reconciling their interests. He desired to find a solution satisfactory to small bondholders.

LOCARNO AGREEMENTS.

HEATED DISCUSSION IN THE FRENCH CHAMBER.

PARIS, February 25th.

The Chamber of Deputies debate on the Locarno agreements was appropriate, marked by most friendly utterances towards Britain.

M. Boncour, in opening the proceedings, drew applause from all sides by reminiscently declaring that in the event of the violation of a neutrality guaranteed by Britain the latter intervened with unsuspected forces.

Discordant strings were harped by the Communist, M. Cachin, who spoke of the imperialist British policy of a group of European nations against the Soviet, and also by Colonel Fabry who criticized the lack of precision in defining Britain's obligations. He said the agreement was full of loopholes.

M. Briand jumped up and warmly asked that when a country like Britain had placed all her sea, land and air forces at the service of a cause, did that mean nothing? He added that the agreement assures that Britain will stand by France like Italy, Czechoslovakia and Poland. "If we had that in 1914 we should not have had war."

The debate was adjourned.

OFFENSIVE TO MUSSOLINI.

BRITISHER'S IMPRISONMENT IN ITALY.

LONDON, February 25th.

In the House of Commons, the Labour M.P., Mr. T. Cape (Workington, Cumberland), asked whether the Foreign Under-Secretary was aware that Mr. William Ellison, a Britisher employed in the chemical industry, had been sentenced in Florence to five months' imprisonment and a fine of £15 on a charge of using offensive words about Signor Mussolini; whether Mr. Ellison was defended by counsel; and whether representations to mitigate sentence could be made to the Italian authorities, seeing that this was the first case since the passing of the new Italian Act.

The Conservative M.P., Capt. H. Dixon, said Mr. Ellison was a reputable constituent of his.

Mr. Locker Lampson replied that his information was confined to press accounts, but the Ambassador at Rome had been instructed to furnish a report.

"FRAUDULENT BANKRUPTCY."

SEQUEL TO BELGIAN BANK FAILURE.

ANTWERP, February 25th.

Four members of the staff of the Banque du Credit Foncier, of Antwerp, have been arrested in connection with a suspension of payment. The deficit is estimated at forty million francs. The Bank has one hundred branches, and it proposes a composition of forty per cent. to creditors.

Two further arrests have been made in connection with the Credit Foncier. One is alleged to be a fraudulent debtor for thirty-two million francs and the other an employee of the Bank.

The tribunal of Commerce has rejected the Bank's petition for a composition which will declare a fraudulent bankruptcy.

BELGIAN TRAGEDY.

EX-MINISTER'S WIFE EXPIRES IN CONVENT CHAPEL.

BRUSSELS, February 25th.

Overcome with emotion at the ceremony of her daughter taking the veil at Douvres, near Caen, Madame Vandevyvere collapsed on the floor of the Convent Chapel and died immediately. She was accompanied by her husband, who yesterday severed a long connection with the Belgian Cabinet, resigning from the Ministry of Agriculture. His departure was widely regretted because he was a valuable link between the Conservative and Democratic sections of the Catholic group and contributed to the stability of several Governments in times of crisis.

AMERICAN TORNADO.

SEVERAL KILLED AND HOUSES WRECKED.

MEMPHIS, February 25th.

At least six were killed and many injured by a tornado sweeping over the Mississippi River from Arkansas last night. The destruction of property is heavy and 25 houses were wrecked near Greenville, Mississippi. Plantations in the path of the storm, which passed over Tennessee and Kentucky, were severely damaged.

FRENCH AIR TRAGEDY.

INSTIGATORS OF "STUNT" TO BE CHARGED.

PARIS, February 25th.

An enquiry has been opened to discover the persons who encouraged the airman M. Leon Collet to make his fatal stunt of flying under Eiffel Tower. They will be charged with manslaughter.

AUSTRALIAN BUSH FIRES.

VILLAGERS ESCAPE FROM THE FLAMES.

MELBOURNE, February 25th.

In connection with the bush fires, a number of villagers who were surrounded by flames for six hours, were eventually rescued thanks to a providential change in the wind. There were no casualties, though many properties in the Kinglake and Healesville districts have been destroyed and many inhabitants had most farrow escapes.

FLOUR MILLS BLAZE.

BIG FIRES IN AUSTRALIA.

MELBOURNE, February 25th.

In addition to the bush fires 21,000,000 worth of damage has been done by big conflagrations. One was at Sunshine, Victoria, where the Darling Flour Mills' wheat stacks, valued at £250,000, were destroyed and the other was at some sugar works in North Adelaide, where the plant and a big stock were consumed. The damage was £750,000.

THE STEAMER "BOLTON."

BREEST, February 25th.

The steamer *Bolton*, which was recently on fire, has left for Amsterdam.

LOCAL RACING NOTES.

PROSPECTS BRIGHT FOR OPENING DAY OF ANNUAL MEETING.

[BY ARCTS.]

At the race-course, yesterday morning, little further light was thrown on the form of the ponies in training for the annual meeting, which opens on Monday, but this morning's work may provide useful data.

The grass track will probably be available and trainers will give most of their changes the usual winding up gallops.

Despite the trade depression, prospects for a good meeting are as bright as can be expected, provided the weather holds.

The first race on each day is timed to start at noon. The fifteen interval will be after the fourth event and the afternoon's programme will commence at 3 o'clock.

Though it is possible that the Derby field will be smaller, than usual, the other events are sure to attract representative numbers.

As regards riders, the services of the following will be available:—Mr. E. A. Brodie (Taggart's), Mr. A. W. Buck, Mr. A. N. Dallas (Dunbar and Stanton), Mr. T. W. Doyle (Dryadust's), Mr. V. M. Haimovitch (Roda's and Dynast's), Mr. H. Maitland (John Peel), Messrs. E. R. Moller and E. McBain (Sir Paul's), Mr. G. M. Sokoloff (Toeg and Priestley), Mr. G. W. Sewell (Taggart's), Mr. W. T. Stanton (Stanton and Dunbar), Mr. da Rosa, Mr. E. Reidy, Mr. W. G. Goodfellow, Mr. H. Sedgwick, Mr. H. M. Nemzsee, Lt.-Col. Thompson (Dyer and Beith), Mr. Cobbold, Mr. Peat, Capt. Hall, Mr. Dangerfield, Mr. Sugden, Mr. W. Dupree (Mr. and Mrs. Paterson and Dryadust) and Mr. A. Gordon.

THE "OLD" PONIES.

There will be fewer "old" ponies than in former years, chiefly on account of last year's subscription griffins having been an exceptionally poor lot. The "old" ponies entered are: Grey Knight, Grey "Streak", Gypsy, Local Option, Christmas Eve, Saracen, Gypsy Love, Golden Chrysanthemum, Prince Regent, Chicago, Wimmera, Grey Morn, Blotting Paper, Rothsay, Loch Rannoch, Spotted Sand, King of Hearts, King of the Plains, Saligia, September, The Regent, Mystic Dahlia, Dictator Dahlia, The Critic, Arabian Parrot, Persian Parrot, Duke of Frisco, Beldorney Star, Demon Boy, Hailsham, Strathallan and Kago shima.

Of the foregoing, probably seven will not face the starter. The chances of the remainder will be discussed in my notes on Monday, when my final selections will be published.

IMPERIAL CONFERENCE.

MEETING ARRANGED FOR OCTOBER.

LONDON, February 25th.

In the House of Commons, Mr. Stanley Baldwin announced that a meeting of the Imperial Conference has been arranged for October. It is hoped that all Dominion's Prime Ministers and also a representative of India will be present.

FOOTBALL AT HOME.

SECOND AND THIRD LEAGUE RESULTS.

LONDON, February 25th.

Playing in the Second Division, Swansea defeated Blackpool by six goals to one.

In the Third Division (Southern), Queen's Park Rangers lost to Aberdeen by one goal to three; Newport beat Millwall by one to nil; and Charlton and Watford played a draw of one goal each. In the Third Division (Northern), Grimsby defeated Barrow by four to nil.

TENNIS IN AMERICA.

LACOSTE'S SENSATIONAL WIN OVER TILDEN.

NEW YORK, February 25th.

Lacoste sensationally defeated Tilden in the opening match of the Franco-American tennis contest the score being 6/4, 8/6, 6/3.

Tilden sustained his second defeat this week at the hands of visiting Frenchmen through his own erratic play, which left him no counter against Lacoste's cool and calculating tactics and deadly accurate placements. It was a baseline duel throughout with the service the dominating factor. Lacoste was out-driving and frequently out-generalled the American.

THE DEFEAT OF BOROTRA.

Richards defeated Borotra by 6/4, 4/6, 6/4, 6/2.

[REUTER'S AMERICAN SERVICE.]

COAL STRIKE SETTLEMENT.

MANY DEALERS NOW FACED WITH BANKRUPTCY.

NEW YORK, February 25th.

The *New York Times* says that one result of the settlement of the anthracite coal strike is that many coal dealers are faced with bankruptcy in consequence of the sensational decline in price of hard coal substitutes, of which they had stock of 700,000 tons. There are also 12,000 trucks of soft coal and coke in the railway yards and, with the bottom out of the market, the railways fear the trucks will be tied up indefinitely, making it impossible to remove anthracite from the mines, thereby causing the possible enforced idleness of miners.

COLONIAL AIMS OF GERMANY.

POLICY AFTER ENTERING THE LEAGUE.

[BY "THE TIMES" BERLIN CORRESPONDENT.]

The German Association of Colonial Societies at its recent meeting called to decide upon the policy to be pursued with reference to Germany's entry into the League of Nations, passed a resolution demanding the return of all the German colonies as property stolen from Germany in defiance of right. It decided to request the Government to convey this demand to Germany's former opponents and to make Germany's entry into the League conditional upon the guarantees being forthcoming for its fulfilment.

The somewhat peremptory wording of the resolution does not accurately represent the real attitude of the association. By very many semi-political bodies the pending entry into the League is applied as a lever for making extravagant demands, and if all the resolutions of this kind were taken at their face value the price of Germany's entry would be high indeed. But the German Association of Colonial Societies also drew up a number of conditions of a much milder character, such as freedom of trade and shipping, the right of settlement in all colonies, the removal of disabilities imposed upon Germans, the reversal of decrees dealing with former German properties, and mandates for the Cameroons and Togo.

It is evident that the association did not expect even these demands to be effective, since it passed a further resolution to the effect that should Germany enter the League unconditionally, explicit instructions must be given by the Government to the German representative at Geneva for the future attitude of Germany towards colonial questions. These instructions, which are of a very detailed character, may be presumed to represent much more nearly the real policy of the association. Briefly they are as follows:—

(1) The mandate system must be retained so long as Germany's colonies are not returned to her. For this purpose it is necessary that Germany should have a permanent seat on the Council, so as to oppose with effect the annexation policy of the mandatories.

(2) Recognition that all B mandates, i.e., all protectorates with the exception of South-West Africa, New Guinea, and Samoa, form a complete administrative area and are not part of the territory of another State.

(3) These protectorates must not be united to foreign colonies for administrative purposes.

(4) The same applies to finance and Customs.

(5) Crown lands, railways, harbours, and public works are property of the protectorate and not of the mandatory.

The League must regulate conditions with regard to works begun with the help of loans from third parties.

(6) The treatment of natives must be in accordance with Article 22 of the League Covenant. Recruiting in the protectorates for foreign colonies must cease and recruits from the Cameroons and Togo must be repatriated. An international commission should be appointed by the League to watch over these.

(7) The natives must have the right to petition the League directly and the replies need not necessarily be through the mandatory.

(8) German trade must be placed on a footing of equality in all colonies, especially in the former German protectorates.

The association was unable to decide whether Germany should demand a mandate immediately in view of the prevailing conditions.

An increasing interest is being taken in colonial questions in Germany and especially in the future of the former German colonies. Some 13 months ago Herr Schacht, the President of the Reichsbank, proposed an international monopoly company as the best method of approach. The idea was favourably received in colonial circles and one of the leading societies recommended that it should be examined by experts. There is reason to believe that a scheme on these lines has made some initial progress.

SERUM FOR TUBERCULOSIS.

AUSTRALIAN TESTS.

Sir Neville Howse, Minister for Health at Melbourne, announces that, by arrangement with the Commonwealth Department of Health, Dr. Smallpage, of Sydney, will experiment with antitoxin for tuberculosis, which he claims is successful. The Government has invited Dr. Smallpage to use the department's serum laboratories.

The method adopted was the utilisation of an extract of the spleen for digestion by the living tubercle bacilli. This digestion resulted in the production of endotoxin, which, upon injection into a horse, stimulated the cells of the animal to the production of an antitoxin. Dr. Smallpage has used this antitoxin in cases of human tuberculosis. No previous attempt has been made to use this particular method. Although the results are encouraging, the department possesses no evidence to enable the formation of an estimate as to reliability. It is therefore proposed to test a series of cases, carefully selected and observed for a sufficient period. The selection of the test cases will be made by specialists. Dr. Smallpage is now engaged in the various stages of the preparation of the serum. Departmental officers will conduct independent experiments. Dr. Smallpage has agreed to transfer to the Commonwealth unconditionally all rights in his process. It is not intended to make the serum available until the tests have been completed, probably in three to six months.

The Government has assisted the experiments by providing a number of horses for the purpose of inoculation to enable sufficient serum to be supplied to meet all cases requiring treatment in the Commonwealth if the experiments prove successful.

INTIMATIONS

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION
OF THE
VALUABLE LEASEHOLD
PROPERTIES

Situate at MONKOTTSUR, KOWLOON, Hongkong, and known as KOWLOON INLAND Lots Nos. 490, 491 and 492, Together with Nos. 498, 499 and 500, SHANGHAI STREET, MONKOTTSUR, erected thereon respectively.

Area 1,020 Square Feet Each Lot; Crown Rent: \$15.00 Each Lot.

AND
KOWLOON INLAND Lots Nos. 493, 494 and 495, Together with Nos. 490, 492 and 494, SHANGHAI STREET aforesaid, erected thereon respectively.

Area: 1,020 Square Feet Each Lot. Crown Rent: \$15.00 Each Lot.

TO BE SOLD
IN TWO LOTS
BY
PUBLIC AUCTION
ON
FRIDAY, THE 5TH DAY OF MARCH, 1926,
AT 3 O'CLOCK P.M.

AT THE
CHINA AUCTION ROOMS,
4, DUNDRELL STREET, VICTORIA, HONGKONG.

BY
MR. E. V. M. R. DE SOUSA.

For further Particulars and Conditions of Sale, Apply to—

Messrs. JOHNSON, STOKES & MASTER.

Princes Buildings, Hongkong.

OR TO
MR. E. V. M. R. DE SOUSA,
The Auctioneer.

Hongkong, 25th February, 1926. [3225]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION
OF
THE VALUABLE LEASEHOLD
PROPERTY

Situate at VICTORIA in the Colony of Hongkong and registered at the Land Office as Section B of Subsection 1 of Section A of Island Lot No. 785, Together with the Messuage or Tenement and other Erection and Buildings thereon now known as No. 17, HILL ROAD;

AND
THE VALUABLE LEASEHOLD
PROPERTY

Situate at MONKOTTSUR in the Dependency of Kowloon and Colony of Hongkong and registered at the Land Office as Section B of Kowloon Island Lot No. 1261, Together with the Messuage or Tenement and other Erection and Buildings thereon now known as No. 254 to 302, PORTLAND STREET (Even Numbers)

IN TWO LOTS
BY
MR. E. V. M. R. DE SOUSA, Auctioneer.AT THE
CHINA AUCTION ROOMS,
No. 4, DUNDRELL STREET, HONGKONG.ON
TUESDAY, THE 9TH DAY OF MARCH, 1926,
AT 3 O'CLOCK P.M.

For further Particulars and Conditions of Sale, Apply to—

Messrs. GEO. K. HALL BRUTTON & CO.,
Mortgagees' Solicitors.

St. Georges Building, Chater Road,

OR TO
MR. E. V. M. R. DE SOUSA,
Auctioneer.

No. 4, DUNDRELL STREET.

Dated the 22nd day of February, 1926. [3218]

TO LET.

OR About MARCH, 1926, WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "FRANCIS BUILDING" or "VICTORIA BUILDING," No. 6, QUEEN'S ROAD CENTRAL (between CHATER ROAD and MARSHALL STREET).

Apply to—
BANQUE DE L'INDOCHINE,
Chater Road. [3207]

TO LET.

NO. 51, GRANVILLE ROAD, KOWLOON.
Apply to—
SPANISH DOMINION PROCUROTOR.

TO LET.

GODOWNS in ALEXANDRA BUILDING (Basement).
Apply to—
SECRETARY,
A. S. WATSON & Co., Ltd.

2032



MILK

was the food of the gods

BEAR BRAND MILK

that of discerning mortals

Sole Agents in South China

A. B. MOULDER & CO., LTD.

China Building, 3rd Floor.

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A.P.B. [97]

PUBLIC AUCTION.

THE Undersigned have received Instructions to Sell by

PUBLIC AUCTION

TUESDAY, WEDNESDAY & THURSDAY,

THE 27th, 28th AND 29th MARCH, 1926,

AT

H. M. NAVAL YARD, HONGKONG,

AND AT

KOWLOON NAVAL DEPOT,

COMMENCING EACH DAY AT 9.30 A.M.

WITH AN INTERVAL

FROM 12 NOON TO 1.30 P.M.

OLD AND SURPLUS NAVAL STORES,

etc., etc., etc.,

Comprising—

Money Chests, Sewing Machines, Metal

Branch Pipes, Life Boat, Gigs, Balsa Rafts

Boats Nails, Electrical and Wireless Telegra-

phy Fittings, Glycerine, Electric Cable, Cook-

ing Stoves, Ships Fittings and Fireworks

Gear, Iron Mattresses, Water Closets and

Pans, Life Belts, Carpets, Rugs, Mats, Table

Clovers, Blankets, Counterpanes, Curtains,

White Ties, Leather and Metallic Cases,

Canvas Tents, Old Corsets, Canvas Bags,

Old India Rubber, Old Leather, Old Woollen

and Linen Bags, Metal Propellers, Old Paint

Drums, Old Cork, New Canvas Cuttings, Old

Iron and Steel, Old Brass, Copper, Lead and

Zinc, Copper and Brass Tubes, Coal Sacks,

Brown Jean, Wood and Iron Blocks, Lamps,

Lanterns and Gear, Goggles, Old Steel Tubes,

Old Steel Wire Rope, Dirty Mineral Oil, Olive

Oil and Oil Fuel, Chain Cable and Gear, Drill-

ing and Grinding Machines, Lathes, Steam

Hammer, Davies, Planes, Cutters and Dynamo

Engines, Chains, Compasses, Binnacles, Logs,

Clocks, Iron Drums and Tanks, Old Bunting,

Fire Engine, Engines and Boats Boilers,

Rigging Chains, Wire and Fibre Brushes, Glass

Tubes, Table Fans, Baths, Anvils, Forges,

Vices, Miscellaneous Tools, Ironmongery, Pro-

tective Mattresses, Filters, Air Compressors,

Sails, Nets, etc., etc.

Lammert Brothers,

By Appointment Auctioneers to the

Admiralty. [3214]

DIGESTIVE
TROUBLES
So Soon Get Worse

Few complaints get serious more quickly than digestive troubles, and none get better more readily if the right treatment be used. If the experience of doctors, hospitals, and the general public the world over for years past counts for anything, the right treatment is certainly the use of Bismac. This preparation neutralizes the trouble-causing acid the moment it enters the stomach, thus stopping all trace of fermentation, gas and pain. Let Bismac's diagnosis help you. It is readily obtainable at any chemist's in both powder and tablet forms at very low prices, and to ensure your getting the genuine product the registered trade-mark "BISMAC" is printed boldly on every package.

FURNISHED FLAT—Midlevel, Suit One or Two Bachelors. Also Eight Roomed HOUSE in Excellent Condition. Unfurnished. May be Let in Flats. Tel. 4630. SMALL INVESTORS.

TO LET Fully Furnished, with Staff of Old Servants, from about April 8th for Six Months. "TAIWO" BARKER ROAD. Five Minutes from BARKER ROAD TRAIN STATION. Apply—HOLYOAK, care HOLYOAK, MASSEY & Co., Ltd. [3236]

TO LET—From April 1st, 1926, for Six Months, Well Furnished FLAT, Four Rooms, Central District, All Modern Conveniences including Elevator. Apply—Box No. 155 of Hongkong Daily Press. [165]

THE NEW FRANCHISE EXHIBIT
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THERAPION NO. 2
THERAPION NO. 3
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TWO STRANDINGS. GROUNDING OF THE "HUNAN" AND "KWEIYANG." MARINE COURT OF ENQUIRY.

A Marine Court of Enquiry assembled at the Harbour Office yesterday to investigate the circumstances of the stranding in the Hainan Straits of the s.s. *Hunan* and the s.s. *Kweiyang* (China Navigation Company).

The composition of the Court of Enquiry was as under:—Lieut. Comdr. G. F. Hole, R.N., Harbour Master (President), Lieut. Comdr. L. G. Addington, D.S.C., H.M.S. *Despatch*, Capt. E. Holmes, master of the s.s. *Telemachus*, Capt. P. R. G. Cumming, master of the s.s. *Mau Sang* and Capt. E. Walker, master of the *Haihong*.

Mr. G. S. Hugh Jones (instructed by the Imperial Merchant Service Guild) appeared for Capt. W. G. McKenzie, master of the s.s. *Hunan*.

Mr. J. A. Gordon Leask appeared on the instructions of the China Coast Officers' Guild, to watch the case for Mr. O. G. Jones, second officer of the *Hunan*, and also appeared for the officers of the *Hunan*, and the master and officers of the *Kweiyang*.

All the available seating accommodation in the Court was taken up, and among those present were Capt. T. T. Laurensen (local secretary of the China Coast Officers' Guild) and Capt. R. Innes (Marine Superintendent of Messrs. Butter & Swire). There were also present two Royal Naval lieutenants and about twenty coastal shipping men.

It was decided to take the two cases simultaneously, but after lasting all day the enquiry was adjourned until this morning, when it is expected to conclude.

MASTER OF "HUNAN'S" EVIDENCE.

Captain W. G. McKenzie, master of the s.s. *Hunan*, said that his ship left Haiphong at 6 a.m. on January 31st, bound for Shanghai, a course being steered from Hohe Island to Nightingale Island. At 5.10 p.m. Nightingale Island was due South five miles and at 6 p.m. it bore S. 53 W. (true), 6½ miles. The course was then altered to S. 73 E. (compass), deviation being one degree west. Allowing one degree off-set, this gave the true course. Pangmai Hill should have been raised at 4 a.m. on February 1st, north, from four to five miles. Land was actually sighted at 4.15 a.m. on the starboard bow, and this was identified shortly before 5 a.m. as Pangmai. Witness gave other bearings that were taken, which should have set the vessel in a course that would have taken it between the banks and Hainan Island in mid-channel. Witness was satisfied with the accuracy of the bearings, and had no reason to doubt them. The course was altered again at 7 a.m. to N. 83 E. (compass), for fifteen minutes. Another alteration was then made to N. 75 E. (compass), the track being four miles off, and parallel to the coast. Lankoo Light was visible, but was not clearly seen owing to a haze shorewards. The ship grounded at 7.58 a.m., heading N. 75 E. and at a speed of eight knots.

The engines were put at "full speed astern" and orders given for the syren to be sounded; while the second officer, who was also on the Bridge, was sent forward to take soundings. This officer reported 53 fathoms from the starboard chains. The ship floated off in about a minute. Witness attempted to swing to stern north or west and back out, his vessel being of the west and back out, his vessel being of the single screw type, right hand turn. The easterly current was setting N.E. to E.N.E. and high water was at 5.30 a.m.

Witness here stated that he had been through the Straits at least 55 times (including twelve times as master). With the propeller going witness tried to get the ship into deep water, but the stern refused to go. He tried for about twenty minutes to get her off by going "full speed astern" and the vessel was then doing about six knots and had covered about 1½ knots. Following his attempts to get her off by going astern, witness ordered the engines "full speed ahead" and just as she started she grounded off on the starboard side. The engines were worked ahead and astern from the time the ship grounded until 8.50 a.m., but the ship only moved a foot and he could not get her off so he rung off the engines.

On the following day soundings were taken and recorded in the Log. From these soundings he realized that if he was to get the ship off at all it had to be at high water.

The ship made no water at all, either while aground or after she got off. From 8 p.m. to midnight unsuccessful efforts were made to lay out a keel, as heavy seas swept the lifeboat.

Between 5 and 6 a.m. on February 2nd was high water and the engines were worked again, and the ship did not move. The cargo of cement was also shifted from 3 hold to No. 1 hold, but this made no difference.

The ship had a draught of 18 feet 6 inches on leaving Haiphong with a full cargo.

At this juncture the Court adjourned to plot out the position of the ship after it grounded.

After the fifteen interval the Court resumed, and the master of the *Hunan* continued his evidence.

He said that in the early morning of February 3rd, the *Kweiyang* was sighted passing to the eastward. The *Kweiyang* closed in and anchored about two or three miles away, the bearing being N.N.W. Witness went on board the *Kweiyang* about 2.30 a.m., and asked the master of that vessel for his assistance.

On February 6th some of the cargo in No. 3 hold was jettisoned to lighten the *Hunan* and at this time there was 16 feet of water on the starboard side, and 22 feet on the port side.

At 6 p.m. on February 11th, the Taikoo tug arrived with two lighters and anchored westward of the *Hunan*.

On February 13th the cargo was discharged into lighters and the first attempt to get the *Hunan* off was made on February 14th at 5.30 a.m., just before high water. The tow was made in a westward direction. The ship moved away very easily and floated. The tug towed the *Hunan* about two miles north-west, where she anchored in about 6 fathoms. Later she was towed into a safe anchorage, and the cargo was discharged into the *Taming*, which was alongside. The *Hunan* sailed for Hongkong at 7.15 a.m. on February 18th, being towed by the Taikoo tug, and she arrived at this port on February 18th.

In answer to Mr. Hugh Jones, witness put the grounding down to striking a submerged junk or other sunken object.

In answer to the President of the Court, witness said there was sand at the bottom where the *Hunan* grounded. Mr. Owen Griffin Jones, second officer of the *Hunan*, said that he was on the Bridge at 4 a.m. on the day of the grounding of the *Hunan*. The course was then S. 73 E. They sighted land about 4.15 a.m., this land proving to be Pangmai Hill. The course was altered at 5 a.m. and Lankoo Light was sighted at 5.35 a.m., and a fix obtained at 6.45 a.m., the bearings being S. 51 E. (true). The course was altered at 7 a.m., and again at 7.15 a.m., correct entries being made in the Log.

Witness was on the Bridge when the vessel went ashore at 7.58. He then felt the engines going astern and the ship appeared to come off and they gathered stern-ward. He thought the speed they were then making through the water going astern was about five knots. When he made the soundings the first he obtained gave a depth of 18 to 19 feet, but later they gave 41, 41 and 41. He made soundings from the time the ship went aground until 8.50 a.m. Afterwards the engines were worked both ways in an attempt to get the vessel off.

THE "KWEIYANG."

Captain David H. Martin, master of the s.s. *Kweiyang*, said that on the night of February 2nd-3rd he was proceeding from Bangkok to Hongkong via Hoihow, and Capt. McKenzie got into touch with him at 1 a.m. on the 3rd. His bearing was then about 6½ miles off Lankoo Light, being S. 71 E. (true). He was told by his chief officer that the *Hunan* was ashore and wanted assistance, and witness then turned his vessel and proceeded about 1½ miles to the westward of the *Hunan*. Capt. McKenzie visited him on the *Kweiyang* under way at 6.45 a.m., and made two lines fast to the *Hunan* at 8.23 a.m., and started to tow. He was then about N.N.W., from her heading W.S.W., distant about 6½ cables. He started towing at 8.54 a.m., with his port anchor down, and the cable coming exactly across the starboard bows. There was 45 feet of chain out. Witness observed broken water ahead at 8.55 a.m., about two points on the port bow, and about 13 cables distant. By this time the tow lines were taut, and he raised his anchor and continued to go ahead under increasing power. The tow had no effect on the *Hunan*. Witness worked up to "full speed" but shortly afterwards noticed that the *Kweiyang* was swinging around, and finding this swing was becoming too rapid he again dropped his port anchor in an effort to try and stop it. About 9.15 a.m. the tow rope parted, and witness stopped swinging with the tide and struck the bank aft and grounded. This occurred at 9.30 a.m., and he was getting 17 feet when he struck the bank. He put his engines "full speed astern" to avoid going over the bank too far. The ship was drawing 16 feet 7 inches forward and 17 feet 10 inches aft.

The nature of the bottom where the ship grounded was coarse sand and gravel. Witness sent out a stream anchor and hauled in the port anchor and let go the starboard anchor. He then waited until 6.11 a.m. on February 4th, high water being at 7 a.m. At 6.11 a.m. he hove taut the stream anchor and worked ahead with the stern anchor. He worked away with the engines until 10.40 a.m., when he ceased operations, the efforts he had made having no effect on the ship. At 4 p.m. that evening the *Taming* arrived and on February 5th at 9 a.m. the *Taming* passed a tow rope, which was made fast astern. The *Taming* attempted to tow the *Kweiyang* off, and continued the attempt from 9.50 a.m. to 11.40 a.m., but with no result. The tow ropes parted before the attempt was completed. At 2.30 p.m. the same day some of the cargo (salt) was jettisoned, to the extent of 327 bags (about 50 tons). The jettisoning of cargo was carried on for three days (on February 6th, 8th and 9th), and this lightening of the *Kweiyang* lifted her about seven inches. The tides were increasing and on February 10th the vessel was afloat during high water and again on February 11th and 12th. On the latter date an attempt was made to tow her off by the Taikoo tug, the attempt being resumed the next morning (February 13th) at 4.40. This attempt was successful, and the *Kweiyang* was able to return to Hongkong under her own steam, sailing from the scene of the stranding at (Continued at foot of next column.)

GERMAN NAVY AND A LAST BATTLE. TO CRUSH BRITISH FLEET.

BERLIN, January 25th.

At Friday's sitting of the Reichstag Commission of Investigation, Admiral Brueninghaus promised proofs that the German Government approved of the naval attack which it was proposed to make on the English coast on October 30th, 1918. Further facts which have now become known show that his task will not be an easy one.

The Socialist Deputy, Herr Friedrich Stampfer, writes in *Forwerts*, of which he is editor, that at the time of the naval mutiny Herr Scheidemann, who was then one of the Secretaries of State, came to him and told him that the crews at Kiel had been greatly excited by rumours that it was intended to offer a last battle to the British Fleet. Naturally this story was nonsense, but the sailors must be enlightened and tranquillised. He therefore asked Herr Stampfer to draw up a leaflet which would serve this purpose. Before submitting the draft of the leaflet Herr Stampfer went to the Naval Minister, Admiral Ritter von Mann, and discussed the matter with him. The Minister gave the same account of the situation as had been given by Herr Scheidemann, and Herr Stampfer assumes that he had also been left in the dark as to the planned raid.

A few days later *Forwerts* published the true facts about the outbreak, whereupon Admiral von Trotha, Chief of Staff of the High Sea Fleet, waited upon the editor and demanded a denial. He said that the manœuvre contemplated had the purely defensive aim of protecting the right flank of the army during its withdrawal from Flanders. A naval battle with the British had never been thought of, and would have taken place only if the German ships had been attacked.

In the Munich libel trial which precipitated the present enquiry by the Reichstag Commission, Admiral von Trotha, however, argued that the chances of the German fleet winning a great victory were at that time better than ever before, and that Germany's overthrow was largely caused by the mutiny at Kiel. His chief adviser, Admiral von Levitzow, has also stated in a magazine article that the object of the plan was to force the British Fleet to action. Several plans were considered, and this one was finally adopted, precisely because it seemed most likely to attain that aim. The object of the projected attack was, in fact, "to stake the fleet in a final battle."

A GRANDIOSO PLAN. Later before the commission of enquiry this evening Admiral von Trotha proved to the delighted satisfaction of the Nationalists present that, if the mutiny had not frustrated his plan, Germany would have inflicted a crushing naval defeat on Great Britain, and decisively altered the issue of the war in her own favour. Answering the question whether he hoped to break British sea supremacy, he said: "That depended on whether the Englishman came. But, if he had come, all preparations had been made to stake our entire fleet, and we were convinced that we should deal English seapower quite a tremendous blow."

To make certain, his questioner asked whether he believed that a decisive defeat would have been inflicted on the British Fleet. To this the admiral replied: "If it had come to a decisive battle, then the English Fleet, the backbone of English power, would, according to our convictions, have sustained such tremendous damage that the entire balance of power in the world would have been changed."

The Admiral had previously explained the details of his plan. It was proposed to send a strong squadron against the coast of Flanders and another into the Thames Estuary. The immediate object would have been to prevent the expected landing of a British force on the flank of the German army. The battle fleet was to come out to cover the operation, and would have been supported by twelve airships and all the available submarines. Further, the minefields, already very strong, had been strengthened throughout their entire breadth of forty sea miles. As a last resort it was intended to hurl all the torpedo craft against the advancing British fleet during the night. Never before in war had it been possible to order so forcible and surely prepared an undertaking.

Admiral von Trotha stated that his plan was covered by general instructions given by the Kaiser, and said that when all was ready he asked Admiral von Levitzow whether the Government had cognisance of it, and received an affirmative reply. However, in a letter laid before the Commission, Herr von Payer, who at the time of the incident was Vice-Chancellor, said he first heard of the plan for a great naval battle against Great Britain from the reports of the libel action in Munich last month.—*Daily Telegraph*.

11.40 a.m. on February 13th, and reaching Hongkong at 11 a.m. on February 13th.


In answer to Mr. Leask, witness said he had been running through the Hainan Straits more or less for ten years and during the last four years he had passed through it at least 24 times a year.

The President: When you were going through in the first instance before you saw the *Hunan* did you experience any extraordinary set?

Witness: No, sir.

The Chief Officer of the *Kweiyang* (Mr. William Alexander McDonald) corroborated the evidence of the master of the vessel, and proceeded to give evidence regarding the attempt to tow the *Hunan* off, and also dealt with the parting of the tow rope.

Following the evidence of this witness, the Court adjourned to work out the relative position of the ship, the President announcing that the enquiry would be resumed at 10.30 this morning.



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Silk, Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at this Office until 5 p.m., on the Day previous to Sailing. The contents and value of all packages must be declared.

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MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 25th February, 1926. [3238]

S.S. "MIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from DUNKERQUE, ANTWERP, LONDON, etc., in connection with above Steamer, are hereby informed that their Goods and Valuable are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 a.m., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the "Undersigned." Goods remaining unclaimed after Tuesday, the 2nd March, 1926, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Friday, the 5th March, 1926, or they will not be recognised.

All damaged Packages will be examined on Monday, the 1st March, 1926, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

B. BODENFUSHER, Agent.
Hongkong, 24th February, 1926. [3242]



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Three Types throwing a light 200, 300 and 500 feet

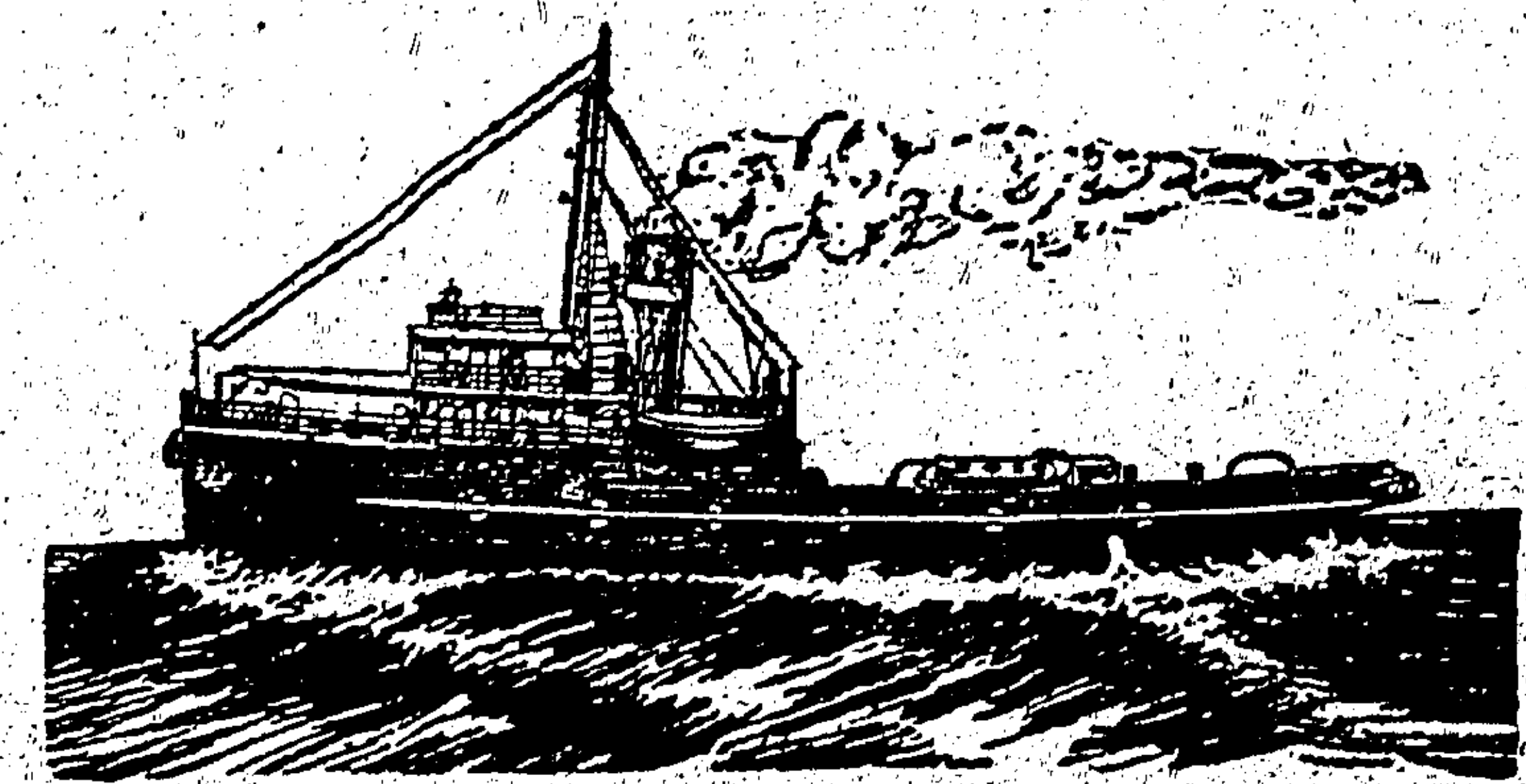
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SHIPPING NEWS

ARRIVALS.

February 25th.
Shiraka, British str., 4,872 tons, Capt. A. F. W. Hitchens, from Calcutta and Singapore, the latter port she left on February 19th, with a general cargo, lying at Kowloon Wharf—Mackinnon, Mackenzie & Co.
Tjilong, Dutch str., 3,031 tons, Capt. H. de Jonge, from Shanghai, lying at buoy No. 44—J.C.J.L.
 February 26th.
Derfflinger, German str., 5,027 tons, Capt. H. Hachagen, from Hamburg, which port she left on January 9th, with a general cargo, lying at Kowloon Wharf—Molchers & Co.
Gitteren, Norwegian str., 726 tons, Capt. E. Tvedt, from Sandakan, with a general cargo, lying at buoy No. 443—K. Larsen & Co.

February 26th.
Hatching, British str., 1,267 tons, Capt. A. H. Stewart, from Foochow, Amoy and Swatow, with 1,000 tons of general cargo, lying at Douglas Wharf—Douglas, Lapraik & Co.
Ming Sang, British str., 988 tons, Capt. C. Alexander, from Haiphong and Port Bayard, with a general cargo, lying at buoy No. 43—Jardine, Matheson & Co.

President Taft, American str., 8,415 tons, Capt. C. M. Cochran, from Manila, with general merchandise, lying at Kowloon Wharf—Dollor S.S. Line.
Rottterdam, Dutch str., 253 tons, Capt. Oberste, from Amsterdam and Macao, lying at Taikeo Dock.
Sunka, Portuguese str., 440 tons, Capt. G. A. de Souza, from Kwangchow, with a general cargo, lying at buoy No. 441—Huang Kee Co.
Yingchow, British str., 1,216 tons, Capt. J. Pringle, from Shanghai, with a general cargo, lying at buoy No. 139—B. & S.

CLEARANCES.

February 26th.
Derfflinger, for Shanghai.
Oyama Maru, for Tsingtau.
Shiraka, for Amoy.
Sodegaura Maru, for Whampoa.
Tsun Maru, for Hongkong.
Yuen Sang, for Singapore.

PASSENGERS.

February 26th.
 Mr. Hill, Mr. Hainsworth and Mr. Barry.

Mr. S. Shiozaki, on *Derfflinger*, 26th.
 Mr. and Mrs. W. W. Gill, Mr. J. P. Crawley, Mr. J. Wedlake, Lieut. and Mrs. D. M. Meyers.
 Per *S.S. Derfflinger*, from Europe, on February 26th:—Mr. J. M. Bendrikson, Mr. R. Gregory and family, Mrs. L. Dornier, Mr. and Mrs. P. Thompson, Mrs. E. Grapow and child, Mrs. R. de la Muir, Mr. O. Friessner, Mr. and Mrs. W. Meyer-Hoelzel, Mr. C. R. Neutzel and family, Mr. A. D. McDonald, Mr. N. C. Wilson, Mr. H. Harder and servant, Mr. O. Plato, Mrs. A. Huhn, Miss A. Klein, Mr. and Mrs. G. Scholz, Miss L. Pederson, and Mr. F. S. G. MacDonald.

Per *President Taft*, from Manila, on February 26th:—Mr. and Mrs. W. E. Antrim, Mr. and Mrs. F. W. Aston, Mr. L. Brand, Mr. and Mrs. D. M. Brown, Mr. E. L. Barnes (U.S.N.), Mr. and Mrs. D. Barlingham, Mr. and Mrs. L. Coffin, Dr. R. C. Cochran, Mr. Chin Kong, Mr. Cho Soon, Mr. Chai, Mr. and Mrs. L. Dreyfus, Miss Dreyfus (2), Mr. E. D. Dunni, Mr. S. L. Frost, Mr. and Mrs. R. Fernandez, Mr. T. R. Gardner, Mr. H. A. Jaynes, Mr. J. Kamano, Miss M. K. Maier, Major Gen. Jas. H. McRae and Mrs. McRae, Mr. S. D. McCallum, Mr. F. J. Noronha, Mrs. E. Ossorio, Mr. A. Ozzy, Mr. and Mrs. W. C. Palmer, Mr. Y. Pan, Mrs. C. Rhinias, Mr. Y. Riong, Mrs. M. W. Sweeney, Mr. Pong Sing, Mr. F. D. Van Horn, Mr. Y. Wai, Mr. Yu Ong, Mr. Y. Yang.

WITHIN CALL.

The following vessels were in wireless communication with Hongkong last evening:—*Kwantung*, *Tjilong*, *Glenamoy*, *Altai Maru*, *Sealand Maru*, *Tsun Sang*, *President Jefferson*, *Sunka Maru*, *Rosa Sang*, *Hanung*, *Kido Maru*, *Derfflinger*, *Kun Sang*, *Hakone Maru*, *Empress of Asia*, *Kwantung Maru*, *Quin Maru*, *Hellas*, *Unkai Maru No. 3*, *Kiangchow Takagyo Maru*, *Songlo*, *Tamba Maru*, *Bintang*.

SHIPPING MOVEMENTS.

The B.I. and Apsar Co.'s s.s. *Tatamba* will leave Amoy for this port on the afternoon of March 1st, and is due here on the afternoon of March 2nd.
 The s.s. *Eastern Prince* (Eastern, F.E., Ltd.), from New York, sailed from Shanghai on February 25th, and is expected to arrive here on March 1st.
 The R.M.S. *Empress of Asia* is due here at 8 a.m. to-day and will berth at Pier No. 5, Kowloon Wharf. She will sail for Manila at 7 o'clock to-night.

VESSELS EXPECTED.

Eastern Prince (Furness), due March 1st.
Empress of Asia (C.P.S.), due to-day.
Tatamba (B.I. & Apsar), due March 2nd.
Tanda (E. & A.), due March 1st.

VESSELS IN DOCK.

The following vessels are in Dock:—*Kowloon Dock*—Paset, Tangistan, Seistan, Siang Wo.
Taikeo Dock—Huichow, Sunning, Hunan.
Cosmopolitan Dock—Ling Nam.
 At Kowloon Dock—*Haitong*, *L. Onawa*, *Sua On*.
 At Plover Cove—*Pong Long*, *Lok Sun*.

HONGKONG SHIPPING.

Yesterday's shipping statement showed that the number of vessels in the harbour at 9 a.m. was 62, of which 23 were British.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday numbered seven, viz.—three British, one Dutch, one Portuguese, one American and one Chinese. The departures over the same period came to ten, one for Haiphong, one for Takao, one for Swatow, three for Shanghai, one for Kwangchow Wan, one for Singapore, one for Hongkong and one for Manila, with clearances four.

CARGO ENTERED.

(During 24 hours ended at 9 a.m. yesterday).
 For Hongkong 3,773 tons.
 For ports beyond 9,123 ..
 Total 12,896 ..

(During previous 24 hours ended at 9 a.m. on Thursday).
 For Hongkong 2,331 tons.
 For ports beyond 8,187 ..
 Total 10,518 ..

Of the total cargo entered for Hongkong 2,331 tons were carried by British vessels. The heaviest entry, of 1,330 tons, was by a British steamer, the remainder of the entries, with the exception of 1,143 tons brought by an American vessel, being all under one thousand tons. There was a big drop in the cargo for ports beyond compared with the last few days, chiefly due to the decrease in the arrivals.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—The s.s. *Hunan* (British) from Haiphong, entering 1,000 tons of cement transhipped to the s.s. *Tatamba* for ports beyond; the s.s. *Shiraka* (British) from Calcutta and Singapore with 1,330 tons of general cargo, mail and 3,853 tons for ports beyond; the s.s. *Derfflinger* (British) from Poochew and Swatow with 400 tons of general cargo and mail; the s.s. *Tjilong* (Dutch) from Batavia and Shanghai with 120 tons of topica and on tons for ports beyond; the s.s. *Sunka* (Portuguese) from Kwangchow Wan with 180 tons of general cargo; the s.s. *President Taft* (American) from Manila with 1,143 tons of hemp rope and general cargo, mail and 3,072 tons for ports beyond and the s.s. *Ho Fung* (Chinese) from Shanghai with a nil entry.

Later arrivals, too late for entry in the above returns, included the s.s. *Yingchow* (British) from Tsingtau and Shanghai with 200 tons of general cargo and mail; the s.s. *Derfflinger* (German) from Singapore with 300 tons of general cargo, mail and 3,220 tons for ports beyond; the s.s. *Hakone Maru* (Japanese) from Japan and Shanghai with general cargo and mail; the s.s. *Gitteren* (Norwegian) from Sandakan with 850 tons of general cargo for ports beyond and mail; the s.s. *Ming Sang* (British) from Haiphong Fort Bayard with 907 tons of general cargo and mail and the s.s. *Rottterdam* (Dutch) from Amsterdam and Macao with nil entry.

SHIPPING NOTES.

The master of the s.s. *Hunan* referring to the stranding of his vessel in the Hainan Straits recently, stated in his shipping report to the Harbour Office yesterday that the *Hunan* struck an uncharted obstruction in approximately Latitude 22° 2' N., Longitude 102° 34' E. Marine Court of Enquiry was held yesterday regarding the stranding in the Hainan Straits of both the *Hunan* and the *Kwantung*, and a report of this appears elsewhere in this issue.

A notice in the Harbour Office from the Maritime Customs at Shanghai, states that the mark boat moored at the North-East end of the wreck of the s.s. *Tung Shing*, has been withdrawn and that a buoy has replaced it. This buoy is painted green and by night shows a green light which flashes every four seconds.

The following notice with regard to the relief of officers of the British mercantile marine who have been greatly reduced in circumstances by reason of the strike and boycott appears in the Harbour Office. It has been brought to the notice of Government that, owing to the strike and boycott, certain officers of the British mercantile marine have been greatly reduced in circumstances. Government has therefore decided to afford assistance in reasonable cases, either in the form of a loan or relief as may be considered to be the most desirable. Applicants should communicate in writing with the Harbour Master such letters to reach the Harbour Office not later than noon on Tuesday, and will be required to state their cases and produce their papers before a Committee at 2.30 p.m. on the following Thursday. The Committee will sit weekly and consider applications received during the previous week.

The total number of deck passengers entered for the 24 hours ended at 9 a.m. yesterday was 774, of which the biggest entry was 428, and the next biggest 285.

HONGKONG METEOROLOGICAL REGISTER.

| Hongkong Observatory, February 26th. | | | |
|--------------------------------------|-------------------------|-------|-----------|
| | Previous On Date On Day | Day | at 2 p.m. |
| Barometer | 30.20 | 30.20 | 30.18 |
| Temperature | 58 | 58 | 62 |
| Humidity | 81 | 87 | 78 |
| Wind Direction | E | SE | W |
| Force | 2 | 2 | 2 |
| Weather | O | O | OM |
| Rain | 0.00 | 0.00 | 0.00 |
| Highest open-air Temperature on 26th | 55 | | |
| Lowest open-air Temperature on 26th | 56 | | |

CANADIAN PACIFIC

EMPRESS EXPRESS
QUICKEST TIME ACROSS THE PACIFIC

18 Days from Hongkong to Vancouver.

LARGEST, FASTEST AND MOST LUXURIOUS STEAMSHIPS

Special FARES to EUROPE

£120 £112 £83 £80
(PAYABLE IN LOCAL CURRENCY)

BOOKINGS NOW OPEN FOR 1926

VICTORIA AND VANCOUVER

Via SHANGHAI AND JAPAN PORTS.

| STRAITS. | H'kong. | Shanghai. | Kobe. | Yokohama. | Vancouver. |
|----------------------|---------|-----------|---------|-----------|------------|
| Leave | Leave | Leave | Leave | Leave | Arrive |
| EMPRESS OF ASIA | Mar. 5 | Mar. 8 | Mar. 11 | Mar. 13 | Mar. 23 |
| EMPRESS OF CANADA | Mar. 19 | Mar. 22 | Mar. 25 | Mar. 27 | Mar. 31 |
| EMPRESS OF RUSSIA | Apr. 2 | Apr. 5 | Apr. 8 | Apr. 10 | Apr. 19 |
| EMPRESS OF AUSTRALIA | Apr. 16 | Apr. 19 | Apr. 22 | Apr. 24 | May 3 |
| EMPRESS OF ASIA | Apr. 30 | May 3 | May 6 | May 8 | May 17 |
| EMPRESS OF CANADA | May 14 | May 17 | May 20 | May 22 | May 31 |
| EMPRESS OF RUSSIA | May 28 | May 31 | June 3 | June 5 | June 14 |
| EMPRESS OF AUSTRALIA | June 11 | June 14 | June 17 | June 19 | June 28 |
| EMPRESS OF ASIA | June 25 | June 28 | June 31 | July 3 | July 12 |

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG-MANILA-HONGKONG SERVICE

| Leave Hongkong | Arrive Manila | Leave Manila | Arrive Hongkong |
|----------------|---------------|--------------|-----------------|
| Feb. 27 | Mar. 1 | Mar. 1 | Mar. 8 |
| Mar. 12 | Mar. 14 | Mar. 14 | Mar. 16 |
| Mar. 26 | Mar. 28 | Mar. 28 | Mar. 30 |

Passenger Department: Tel. C. 752. Cables: GACANPAC.
 Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. \$405, G. \$420, G. \$440

IYO MARU Wednesday, 17th Mar. at 11 a.m.

SHIZUOKA MARU Friday, 2nd Apr.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

HAKONE MARU Saturday, 27th Feb.

SUWA MARU Saturday, 13th Mar.

FUSHIMI MARU Saturday, 27th Mar.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU Wednesday, 24th Mar.

AKI MARU Wednesday, 27th Mar.

NEW YORK and/or BOSTON via PANAMA.

HAKODATE MARU Friday, 5th Mar.

MAYEASHI MARU Saturday, 20th Mar.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KAMAKURA MARU Saturday, 27th Feb.

BOMBAY via Singapore, Penang & Colombo.

PENANG MARU Tuesday, 2nd Mar.

GENOA MARU Saturday, 6th Mar.

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU Saturday, 6th Mar.

OSAKA MARU Thursday, 11th Mar.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Thursday, 18th Mar.

SHANGHAI, KOBE & YOKOHAMA.

YAMAGATA MARU Sunday, 28th Feb.

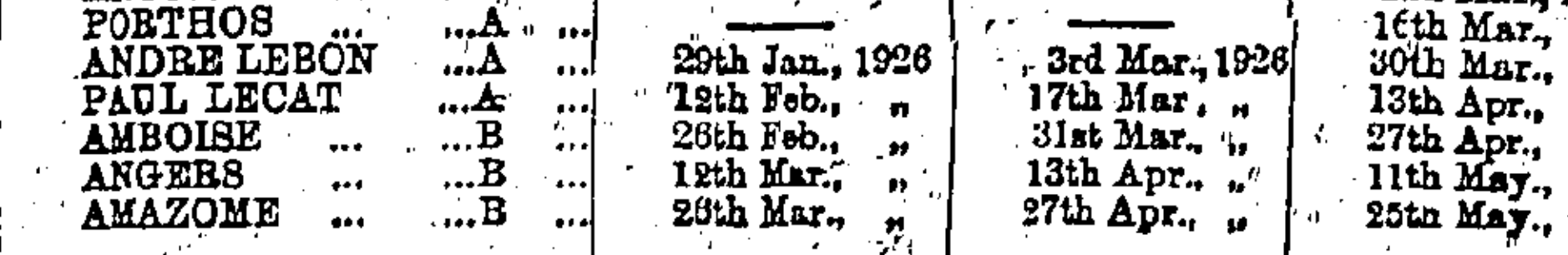
TSURUGA MARU Sunday, 28th Feb.

TAMBA MARU Sunday, 28th Feb.

HAKUSAN MARU Monday, 8th Mar.

For further information, apply to— NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292 293 & 294. S. KINOSHITA, Manager.



SERVICES CONTRACTUELS

| Mail Steamers. | Next Sailings from Marseilles. | Pre. Arr. at H'kong. and Sailing for S'hai and Japan. | Probable Sailings from Hongkong for Marseilles. |
|--------------------|--------------------------------|---|---|
| ANGKOR | ... | ... | 2nd Mar., 1926. |
| PORTHOS | ... | ... | 16th Mar. " |
| ANDRE LEBON | 29th Jan., 1926 | 3rd Mar., 1926 | 30th Mar. " |
| PAUL LECAT | 12th Feb. " | 17th Mar. " | 13th Apr. " |
| AMBOISE | 26th Feb. " | 31st Mar. " | 27th Apr. " |
| ANGERS | 12th Mar. " | 13th Apr. " | 11th May " |
| AMAZONE | 29th Mar. " | 27th Apr. " | 25th May " |

RATES OF PASSAGE MONEY TO MARSEILLES
 (Including Table Wine and Free Doctor's Attendance)
 A CLASS 1st Class—£ 25. 0d. Od. B CLASS (1st Class)—£ 23. 0s. Od.
 STRAITS/2nd £ 23. 0d. Od. STRAITS/2nd £ 23. 0s. Od.
 Through Tickets to London and Leading Towns of Europe.
 Accommodation reserved for the Train at Marseilles.
 LIGNES COMMERCIALES (Cable Boats).
 s.s. "LT. ST. HUBERT-BIE" from DUNKIRK, LONDON & HAVRE is due to arrive on the 22nd March, 1926.
 Sailings subject to alteration without notice.
 For full Particulars, apply to:—
 MESSAGERIES MARITIMES CO.,
 3, RUE DE LA PAIX, 3, CUREN'S BUILDING.
 CONSIGNATION—TRANSIT—REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

| HAIPHONG via HOIHOW | "MINGSANG" | Tuesday, 2nd Mar., at 10 a.m. |
|--------------------------|--------------|---------------------------------|
| BANGKOK via SINGAPORE | "YATSHING" | Tuesday, 2nd Mar., at 3 p.m. |
| TSINGTAI via SHANGHAI | "CHONGSEING" | Wednesday, 3rd Mar., at 10 a.m. |
| TSINGTAI via SHANGHAI | "BANGSANG" | Wednesday, 3rd Mar., at 3 p.m. |
| BANDARAN | "WANGSANG" | Thursday, 4th Mar., at 10 a.m. |
| KOBE via SHANGHAI & MOJI | "KWAISANG" | Thursday, 4th Mar., at 3 p.m. |
| STRAITS & CALCUTTA | "HOSANG" | Friday, 5th Mar., at 10 a.m. |
| TSINGTAI via SHANGHAI | "KWONGSANG" | Friday, 5th Mar., at 3 p.m. |
| STRAITS & CALCUTTA | "LAISANG" | Saturday, 6th Mar., at 10 a.m. |
| KOBE via MOJI | "FOKSANG" | Saturday, 6th Mar., at 3 p.m. |
| STRAITS & CALCUTTA | "SUISANG" | Sunday, 7th Mar., at 10 a.m. |
| STRAITS & CALCUTTA | "KUMSANG" | Sunday, 7th Mar., at 3 p.m. |

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: Central No. 215

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

| Vessel | Due Hongkong | Vessel | Discharges Leaves H'kong. |
|----------------|--------------|----------------|---------------------------|
| "GLEN GARRY" | 4th Mar. | "GLENIFFER" | 10th Mar. |
| "GLEN SHANE" | 23rd | "GLENAMOIY" | 7th Apr. |
| "GLEN APP" | 1st Apr. | "GLEN SHANE" | 4th May. |
| "CABMARTHESEN" | 15th | "CABMARTHESEN" | 1st June. |

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,

THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3598.

AMERICAN ORIENTAL MAIL LINE

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ADMIRAL ORIENTAL LINE, Managing Operators.

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT JEFFERSON" Mar. 5th.
 "PRESIDENT GRANT" Mar. 17th.
 "PRESIDENT MADISON" Mar. 29th.

TO EUROPE—£120—£112—£110

FOR MANILA

"PRESIDENT GRANT" Mar. 5th.
 "PRESIDENT MADISON" Mar. 21st.

First Class on the Pacific. First Class on American or Canadian Railways. Fine Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

Through Bills of Lading to all United States and Canadian Overland Points. Also via Panama Canal Line to Atlantic Ports. Copies of this paper are on file in our Offices SEATTLE, CHICAGO, NEW YORK. For Passages and Freight Bookings apply to—

ADMIRAL ORIENTAL LINE, Managing Operators for
 UNITED STATES SHIPPING BOARD,
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Regular Freight Service for

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SCANDINAVIAN PORTS.

For Shanghai and Japan Ports:—
 M.S. "AGRA" 4th January.
 Subject to change without Notice.

For further particulars, please apply to—

GILMAN & CO., LTD.

Agents.

HAMBURG-AMERIKA LINIE.

HONGKONG TIDE TABLE.

From Feb. 27th to March 5th, 1926.

THE Motorship "MURNSTERLAND"

having arrived, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery can be effected.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd March, 1926, will be subject to Rent.

All damaged Packages will be examined by Messrs. Goddard and Douglas (Marine Surveyors) at 10 a.m. on 2nd March, 1926.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JEBSEN & Co.,
 Agents.

HONGKONG.
 Hongkong, 23rd February, 1926. [SE20]

From Feb. 27th to March 5th, 1926.

| | | High Water. | | Low Water. | |
|--------------|---------------|------------------------|---------|------------------------|---------|
| Days of Week | Days of Month | H'kong. Standard Time. | Height. | H'kong. Standard Time. | Height. |
| Satur. | 27 | h. m. | ft. in. | h. m. | ft. in. |
| | | 10 24 | 4 5 | 3 48 | 1 0 |
| | | 9 20 | 6 9 | 3 38 | 2 9 |
| Sun. | 28 | 10 41 | 4 7 | 4 16 | 1 0 |
| | | 9 51 | 6 8 | 3 39 | 2 7 |
| Mon. | 1 | 10 57 | 4 7 | 4 44 | 1 1 |
| | | 10 24 | 6 7 | 4 14 | 2 6 |
| Tues. | 2 | 11 16 | 4 9 | 5 18 | 1 4 |
| | | 11 23 | 6 4 | 4 50 | 2 6 |
| Wed. | 3 | 11 42 | 5 0 | 5 42 | 2 6 |
| | | 11 42 | 5 0 | 5 28 | 2 6 |
| Thurs. | 4 | 0 7 | 5 2 | 6 10 | 2 3 |
| | | 0 7 | 5 2 | 6 11 | 2 3 |
| Fri. | 5 | 0 29 | 5 4 | 6 39 | 2 6 |
| | | 0 44 | 5 4 | 7 12 | 2 6 |

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES,
NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

S.S. "CITY OF RANGOON" ... via Suez Canal ... From Hongkong ... 28th March
S.S. "LANGTON HALL" ... via Suez Canal ... From Hongkong ... 19th April

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
(ANDREW WATTS & CO., LONDON)

Sailings from Hongkong
m.v. "FORREBANK" ... via Suez Canal ... Second Half April

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

S.S. "CITY OF WELLINGTON" ... From Hongkong ... 13th March
For HAVRE, LONDON, ROTTERDAM & HAMBURG.
S.S. "CITY OF VALENCIA" ... From Hongkong ... 23rd April
For MARSEILLES, HAVRE, LONDON, ROTTERDAM & HAMBURG.

FARES TO LONDON "A" 1st Class £38. 2nd Class £20.
"B" 1st Class £20. 2nd Class £12.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

S.S. "SURAT" ... From Hongkong ... Middle of April.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ilo, Port Amelia, Mozambique, Inhambane, Zambor, Mossambique, Inhambane, Port Natal, Lourenco, Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "KNIGHT COMPANION" ... via Suez Canal ... 7th Mar.
S.S. "CITY OF RANGOON" ... via Suez Canal ... 28th Mar.
S.S. "CALOCHAS" ... via Suez Canal ... 7th Apr.
S.S. "LANGTON HALL" ... via Suez Canal ... 19th Apr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

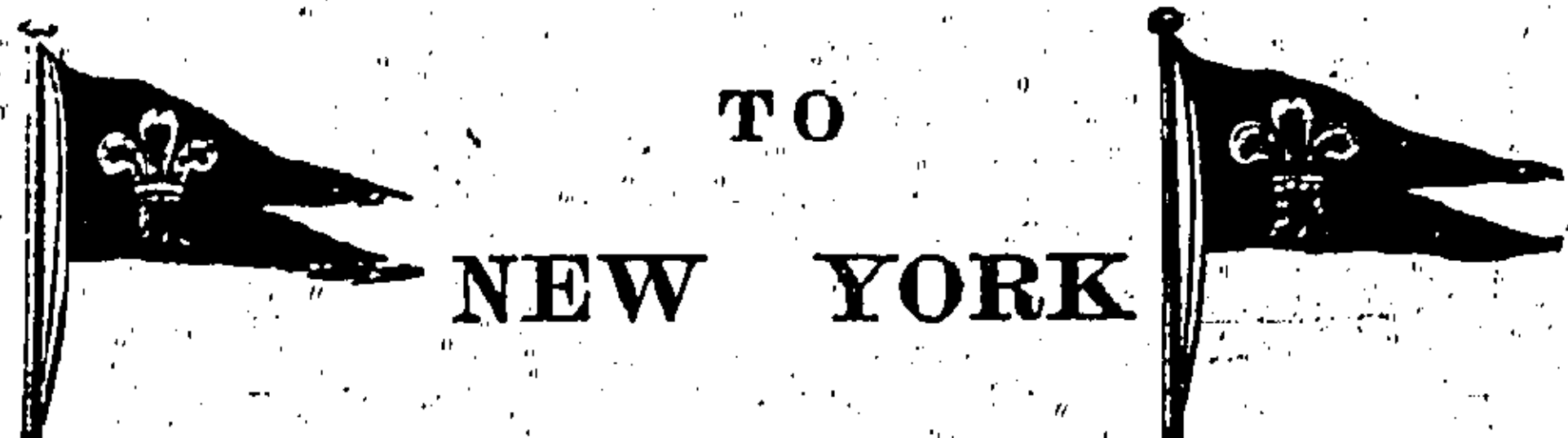
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For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

PRINCE LINE

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "EASTERN PRINCE" ... Sailing ... from Hongkong ... 1st March, 1926.

For Freight and Full Particulars, apply to—

FURNESS (EAR EAST), LIMITED.

Telephone: Central 3165.

Telegram: Furnprince.

(Incorporated in Great Britain)

King's Building.

21

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, gonorrhea or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIVE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak N.W.5, London, Eng. Unprincipled dealers may try to sell you something else or extra profits—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CASH CHEMISTS.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

| Steamship | Tons | From Hongkong (about) | Destination |
|--------------|--------|-----------------------|--------------------------------------|
| "NAGPORE" | 5,293 | 4th Mar. Noon | Singapore, Penang, Colombo & Bombay. |
| "MANTUA" | 10,902 | 8th Mar. | Marseilles and London. |
| "KASHGAR" | 8,985 | 13th Mar. | Marseilles, London and Antwerp. |
| "KIDDERPORE" | 15,334 | 18th Mar. | Singapore, Penang & Bombay. |
| "REHYA" | 9,135 | 20th Mar. | Marseilles, London, and Antwerp. |
| "MOREA" | 10,918 | 3rd Apr. | Marseilles and London. |
| "DELTA" | 8,697 | 15th Apr. | Singapore, Penang, Colombo & Bombay. |
| "DEVANHA" | 8,155 | 17th Apr. | Marseilles, London and Antwerp. |
| "KALYAN" | 9,144 | 21st Apr. | do. |
| "MACEDONIA" | 11,089 | 1st May | Marseilles and London. |
| "KASHGAR" | 9,005 | 15th May | Marseilles, London and Antwerp. |
| "MALWA" | 9,941 | 29th May | Marseilles, London and Antwerp. |
| "KEYBER" | 9,114 | 12th June | Marseilles and London. |
| "MANTUA" | 10,902 | 26th June | Singapore, Penang, Colombo & Bombay. |
| "DELTA" | 8,697 | 7th July | Marseilles, London and Antwerp. |
| "KARMALA" | 9,133 | 10th July | Marseilles and London. |
| "RANPURA" | 16,585 | 24th July | |

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

| | | | |
|-----------|--------|-----------------|---------------------------------|
| "TALAMBA" | 8,018 | 4th Mar. 1 p.m. | Singapore, Penang and Calcutta. |
| "TALMA" | 10,000 | 10th Mar. | do. |
| "SHIBALA" | 7,841 | 17th Mar. | do. |
| "TAKADA" | 6,949 | 28th Mar. | do. |

EASTERN AND AUSTRALIAN SAILINGS (South)

| | | | |
|--------------|-------|------------------|--|
| "TANLA" | 8,955 | 3rd Mar., 4 p.m. | Manila, Sandakan, Thursday Island. |
| "ARAFURA" | 6,000 | 7th Apr. | Townsville, Brisbane, Sydney, and Melbourne. |
| "ST. ALBANS" | 4,500 | 5th May | |
| "TANDA" | 6,858 | 22nd June | |
| "ARAFURA" | 6,000 | 7th July | |

Calls at Kalambangan.
The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambangan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

| | | | |
|--------------|--------|-------------------|---------------------------|
| "SHIRALA" | 7,841 | 27th Feb. 10 a.m. | Amoy, Moji, Kobe & Osaka. |
| "MOREA" | 10,918 | 8th Mar. | Shanghai, Moji & Kobe. |
| "TAKADA" | 6,949 | 7th Mar. | Moji & Kobe. |
| "ARAFURA" | 6,000 | 13th Mar. | Moji, Kobe and Yokohama. |
| "KALYAN" | 9,144 | 13th Mar. | Shanghai, Moji and Kobe. |
| "DEVANHA" | 8,155 | 20th Mar. | do. |
| "DELTA" | 8,697 | 20th Mar. | Shanghai & Kobe. |
| "MACEDONIA" | 11,089 | 2nd Apr. | Moji, Kobe and Yokohama. |
| "ST. ALBANS" | 4,500 | 10th Apr. | Shanghai, Moji and Kobe. |
| "KASHGAR" | 9,005 | 18th Apr. | do. |
| "KEYBER" | 9,114 | 30th Apr. | Moji, Kobe and Yokohama. |
| "TANDA" | 6,858 | 8th May | Shanghai. |
| "MALWA" | 10,941 | 14th May | Shanghai, Moji and Kobe. |
| "MANTUA" | 10,902 | 28th May | do. |
| "KARMALA" | 9,133 | 11th June | Shanghai & Kobe. |
| "DELTA" | 8,697 | 11th June | Moji, Kobe and Yokohama. |
| "ARAFURA" | 6,000 | 12th June | Shanghai, Moji & Kobe. |
| "KASHGAR" | 8,985 | 25th June | Shanghai only. |
| "RANPURA" | 16,585 | 24th July | Shanghai Moji & Kobe. |
| "KALYAN" | 9,144 | 5th Aug. | do. |

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High-Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, alcoves and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)
Capt. A. H. Stewart ... Sunday, 28th Feb., at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAI-HONG" and "HAICHING" at the Reduced Rate of \$40.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—
DOUGLAS LAFRAIK & CO.,
General Managers.

CHINA NAVIGATION CO.,

LIMITED.

| | | | |
|----------------------------|------------|--------------|--------|
| SHANGHAI & TSINGTAO | "SZECHUEN" | On 27th Feb. | 4 p.m. |
| SHANGHAI | "KANGHOU" | On 28th Feb. | 4 p.m. |
| AMOI & SHANGHAI | "YINGHOU" | On 2nd Mar. | 4 p.m. |
| BANGKOK | "CHINCHU" | On 2nd Mar. | 4 p.m. |
| SHANGHAI | "SINKIANG" | On 3rd Mar. | 4 p.m. |
| SHANGHAI, WUHAIR, CHANGHAI | "LUCHOW" | On 5th Mar. | 4 p.m. |
| CHANGHAI & TSINGTAO | "SHANTUNG" | On 6th Mar. | 4 p.m. |
| SHANGHAI & TSINGTAO | "KINGYUAN" | On 6th Mar. | 4 p.m. |
| SHANGHAI | "SUNNING" | On 7th Mar. | 4 p.m. |

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 35.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS.
Via MANILA, ZAMBOANGA, PORT RANGA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

| STEAMER | Due Hongkong on or about | Sailing hence on or about |
|---------|--------------------------|---------------------------|
| TAIPING | 17th March | 26th March |
| CHANGTE | 27th March | 23rd April |
| TAIPING | 16th May | 25th May |
| CHANGTE | 16th June | 22nd June |

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,
Telephone: Central 36. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "KENDAL CASTLE" ... Sails 15th Mar.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (PIUMI).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.
REDUCED, PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
£66.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

S.S. "ROSANDRA" ... Sails 7th April
S.S. "FIUME-L" ... Sails 5th May

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sails from Calcutta 31st Mar.
S.S. "UMSINGA" ... Sails from Colombo 12th April

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO LIMITED.

Telephone: Central 1039.

Agents.

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HOLLAND EAST ASIA LINE

of the United Netherlands
Navigation Company.

Regular Four-weekly Service between

Japan, Vladivostok, China, Hongkong, Manila, Singapore

and

Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and
North Continental Ports

SAILINGS FOR EUROPE:

| | | |
|--------------------|-----------|------|
| S.S. "ZORNA" | 24th Mar. | 1926 |
| S.S. "OOSTERK" ... | 17th Apr. | |
| S.S. "OOSTERK" ... | 15th May | |

ARRIVALS FROM EUROPE:

| | | |
|----------------------|-----------|------|
| S.S. "OOSTERK" ... | 6th Mar. | 1926 |
| S.S. "OOSTERK" ... | 17th Apr. | |
| S.S. "AIDEBARAN" ... | 4th May | |

All Steamers have a Limited Accommodation for Passengers.
For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN.

Agents.

Telephone: Central No 1574.

York Building.

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